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12, QUEEN'S ROAD.

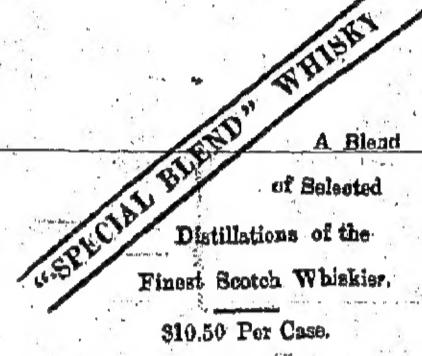
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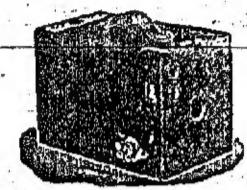
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one side of the paper only. No irm nymously signed communicati as that have stready appeared in other papers will unserted. Orders for catra copies of DAILT PRESS should be sent before 11 a.m. on day of publication. After that four the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed.

P.O. Box, 33. Telephone No. 12

On 10th July, at French Shanghai, Suzanne wife of E. Thers, aged 20 Jenrs.

LIONGHONG UPPICE: 14, DESVOUX ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGRONG, JULY 27TH, 1905. However we look upon it, it is impossible not to feel a considerable amount of sympathy with China. On all sides we find her exposed to the gibes and pranks of upstart nations who seem in her eyes but creatures of a day, and everyone of these has a panacea for her supposed ills, which they are, one and all, prepared to administer without care or thought for her feelings. China is, in fact, very much in the position of a patient with a new disease brought to a hospital; every attendant physician has his own remedy which he is prepared to administer at any risk, and the person of all others the most interested is just the only one whose feelings meet with no regard, as wif he were the denizen of another world, without human feelings, or anything akin to human feelings. As we have said, have our sympathies, and China shares very considerably in them. Still, the situation is not altogether without its ludicrous side; the more so as the situation is very much of China's own bringing about, and the complaints and lamentations which she herself is just now uttering to unsympathetic Powers are very much of the same nature as those ignored by herself when she had the means of refusal. The three principal Powers at the moment on China's horizon are of course, Americal Russia and Japan. Tree states more diverse in their ways and interests could hardly be conceived, -and yet they all agree in one thing, and that is ignoring China's wishes and feelings. They

are all deeply interested in her well being. In

fact their whole conduct is the outcome of the

most benevolent care for her best interests; she somewhat lamely protests. Altogether, TELEGRAMS. the patient need really have no fear for the | while the situation is undoubtedly hard. result; the pain undergone in the operation and while we are willing to acknowledge as they assure her, pierces, each of them to the a wholesome sign her somewhat tardy appeal beart,-but (there is always a 'but' in these to patriotism, we are not convinced that her considerate matters) her recovery depends | attitude is altogether a wise one. entirely on her submitting herself to their directions.

over China's diejecta membra of Manchuria.

She and Rassia have made the war one

a l'outrance, and being so, both combatants

are ill disposed to have their attention dis-

tracted by any damages inflicted on an out

inspiration of the United States, who have

assumed the position of bottle-holder, both

Japan and Russia professed themselves

willing, should nothing better appear in

sight, to respect "the neutrality of China."

Naturally China asked, "What is neu-

trality?" The reply was akin to that of

the showman to the enquiring boy. At al

events, it did not commit either belligerent

to much; and China, so long as she con-

tented the party momentarily in front, was

committed to nothing. Neutrality was, in

short, the exercise of neutral functions, and

it was for China to find out what they were

and not make herself objectionable by ask

ing questions. China on the whole, jugged

of course by Japan, whom she found on the

winning side, contrived to make a very fair

So far so good, but a second fit comes on

America approaches the two belligerents,

suggesting they have had about enough of

punishment between them; the two agree

so far as to name their umpires. China, not

unnaturally, conceives that the bone of con-

tention being her property, she is concerned.

both the rival hospital surgeons cry out.

The patient wants to dictate his treatment.

whose only anxiety is for his recovery?"

declared that they were men and brothers.

that under the treaty she was entitled to

make America her home whenever she felt

in the humour, and America thought in so

many word she was going to "plant the

Shining Cross on China's hills." Sometimes.

when individuals come to reflect on their

after dinner speeches, they discover what

fools they must have been. At all events

neither America nor China ever made the

attempt to put in practice their lovers'

vows. One passed the Chinese Exclusion

Act, the other without any such formality

excluded. But times change; circumstances

compel China to open her doors just a trifle

wider, and in America the Exclusion Act is

about to lapse. Under the circumstances

China puts in her claim to have affairs

amended; the American Government assures

her of its kindest wishes, and that she may

depend on it to look after her interests.

But, says the proverb, soft words butter no

parsnips, and China, when the times comes,

reminds her of her case. It is, of course, the

hospital treatment over again. "These

patients," sighs the Secretary of State, and

turns him over, but neglects to write. Now,

as we said, our sympathies are very much

with China, and doubtless she has made out

a good prima facie case. But does China

come into court with altogether clean hands?

This is the rub. There is little doubt, looking

back over the course of past events, that

China has to a very considerable extent

brought the trouble on herself. There was

a time when China loved to play pranks

means, by setting one of her friends against

the other, of wriggling out of her promises.

She has in turn played the game against

all three with, it must be acknowledged,

but indifferent success. It is doubtless con-

venient to forget the use she herself made

of the Burlinghame treaty. She would

doubtless also wish buried in oblivion the

compact with Russia, the only part of which

remaining is that the sum of fifteen million.

sterling which she was to pay to Russia for

enabling her to get rid of foreign (American

and English) pressure at Peking, is still a

charge against her. Altogether China has

played her cards none too wisely, and she

now, in the absence of all outside sympathy,

saved them a deal of trouble?

Two more plague fatalities yesterday made the total record 264.

Japan bus been engaged in deadly contest. The enquiry into the circumstances attending the sudden death of Gunner Sampson, R.G.A. has been adjourned till Monday.

The Hon. Whitelaw Reid has given £100 to the Union Jack Club in order that a bedroom mny be available there for the use of A merican sider who comes in the road. Under the

> The "high personage" referred to in the article (page 3)" "Germany in Shantung," is said to have been the German Minister, Baron von Mumm.

> .The June cruiser, Capt. A. H. Christian. which has been on the Mediterranean Station, was sent to Chatham to pay off and be recommissioned for service in the China Fleet.

> For travelling on a tram with a used ticket, Mr. F. A. Hazeland yesterday ordered Chan Kwai Yau, a shroff from Shelley Street, to pay s fine of \$15 or go to gaol for one month.

Mr. S. Silverstone, agent, informs us-that is now held by the rioters. the P.M.S.S. Co.'s s.s. Manchuria, with the Congressional Party, including Secretary of War Taft, and Miss Alice Roosevelt, on board, will leave Yokohama to-day, the 27th. They will be due in Hongkong on or about the 13th

neutral, and wrote able desputches concern-From a poem in the Spectator, by Ernest ing the duties of interned neutrals. Out. Myers, apostrophising Japan, the following is side nations naturally nodded their heads worthy of quotation :in approval; for had not China's action

Ye have learned our love of the glorious seas, Ye have proved it pure and true; But your faithful vigil, your scorn of ease-God grant that we learn them of you!

We hope some clever detective may be interested by this paragraph. Passing in a chair through that section of Wellington Street that lies between D'Aguilar Street and Pottinger Street, a European lady was struck on the shoulder by a stone thrown from an apper verandali on the north side. Someone in this locality is making a practice of throwing at Europeans, as this is the fourth incident of the kind within a short time.

Of course," they add, "the patient must Members of the Hongkong Volunteer Corps know that the whole treatment is for his and others will regret to learn of the death of good; so he must trust us. Is it necessary Gunner Arthur Newberry, which occurred at the Military Hespital on Tuesday night. For for the first wicket. to explain to him that he is in safe hands, sometime past Newberry suffered from paralysis of the liver, and was removed to hospital on But not alone Japan and Russia have Thursday last. For the past year and ten this answer ready. America, whom China in months deceased has capably filled the position of her distress had trusted, is equally obdurate. storeman to the Volunteer Corps, and was very China had made a treaty with the States popular with the members thereof. After nearly 21 yours service in the army he was entitled to. when, in a moment of gush, both had retire on pension in November of this year, The funeral will leave the military hospital this True, neither quite meant it, but that is beside the question. Now, China thought

## CORRESPONDENCE.

KOWLOON WHARF AND GODOWN CO.

TO THE EDITOR OF THE "DAILY PRESS."

SIE .- With reference to the letter in your issue of this morning signed "Interested party" (it is a pity the author did not sign his own name so as to dissipate from the reader's mind the idea that he is probably the disappointed and, no doubt, somewhat irute late chef of the Hotel), I think the tiffin hour is a recognized custom in Hongkong, and if a business man cleets to spend a portion of this time in attending to the affairs of the Hotel I do not think it is any. one's business but his own. I must confess I think he is spending his time more profitably than if he frequented the Club Bar for a quarter or half an hour before his tiffin. If Interested Party is really a shareholder in local stock and not the late chef I would suggest less writing on this subject; and I have no doubt you would receive numerous urgent requests not to write both of which struck their targets. leading articles on the subject. - Yours &c.

The writer of the letter was not the late chef; he was "really a shareholder in local stock." As it was, we were more sympathy with Mr. Turner's view than his, so far as the letter was concerned. We regret the tone of Mr. Turner's communication; but publish it on the principle of andi alteran

We may point out, perhaps, with regard to our own comments, that Mr. Turner does not specify any point to which he objected. Does he suggest that Board Meetings are customaril held in the "tiffin hour" ?-En!

# SUPREME COURT.

"Wednesday, 26th July,

IN SUMMARY JURISDICTION:

with her own engagements, and sought her BEFORE MR. A. G. WISE (PUISNE JUDGE)

CAROLINE SCHMIDT b. A. MCCRAE. The plaintiff, who carries on the business a gunsmith at Nos. 5 and 6 Beaconsfield Arcade his health is again not very robust. claimed from the defendant the sum of \$82, due on goods sold and delivered.

Mr. R. F. C. Master (of Messrs, Johnson, Stokes and Master) represented the plaintiff. The defendant admitted the purchase and receipt of the goods, but said he had paid the formed off the coast to the South of Swatow. amount due in full. This the plaintiff denied.

Defendant-I gave the money to a friend of mine to pay to Mrs. Schmidt, and he got recaipt for me.

His Honour-Where is that receipt? Defendant-I have lost it.

His Honour-It is clear that the money is due to the plaintiff, and equally clear that the Sea. defendant has not paid her. Judgment for the has to submit to indignities against which plaintiff with costs.

"DAILY PRESS" SERVICE. GURERNATORIAL

APPOINTMENTS.

London, 26th July. Lord Chelmsford has been appointed Governor of Queensland, and General Sir Forestier Walker, Governor of Gibraltar.

THE KAISER'S TOUR.

London, 26th July. The Kaiser is expected to visit Copenhagen.

SOUTH AUSTRALIA.

London, 26th July. The South Australian [Provincial Government has resigned,

#### RUSSIAN RIOTS.

LONDON, 26th July. It is announced that Nijainovgoro

FOURTH TEST AUSTRALIANS START SECOND INNINGS.

> London, 25th July. Despatched 10.55 p.m.

When play resumed at Manchester, Hon. F. H. Moy, C.M.G., Jackson finished his innings, making

\* The English innings ended at 446 Individual scores remaining

Arnold... Rhodes (not out) Lilley Brearley

Australia's first innings was closed for 197, the best contribution being 73 by Darling.

Following on, Australia scored 118 Government Gazette.

REUTER'S SERVICE.

#### THE DISAFFECTION IN RUSSIA.

LONDON, 26th July.

The disaffection is spreading in the Russian army and navv.

THE FOURTH TEST MATCH.

LONDON, 24th July. The fourth test match has commenced. The

weather was fine and 20,000 people were present The wicket was good. England made 352 for 6 wickets, including Hayward 82, and Jackson not out, 103.

H.M.S. "GLORY" TORPEDOED.

GOOD PRACTICE ON THE CHINA STATION, A naval correspondent sent the Daily Graphic photograph of an 18in: torpedo, with collision head, used for practice on the China Station, after bitting H.M.S. Glory. That journal says :- For the purpose of the trials the fleet was divided up into two divisions, which took up positions about four miles apart. At a given signal they started towards each other, so as to pass at a distance of about 1,300 yards, steaming at unknown speeds. When abreast each ship fired her torpedoes. The Glory was hit three times. The Andromeda fired two torpedoes,

## THE CANTON-HANKOW LINE.

The Paris edition of the New York Herald nublishes the following telegram from Washington :-

China has agreed to a proposition to pay the China American Development Company 57,000,000 for the surrender of the concession for the construction of a railroad from Canton to Hankow for which China gave a concession.

Mr. Pierpont Morgan controls the major portion of the stock of the company and, as he is willing to sell, it is expected the directors, at their meeting early in July, will approve of the

Mr. Morgan holds Chinese bonds issued to the company; presumably these will surrendered together with the concession. The above statement seems to be somewhat in advance of what has taken place. Negotiations have been proceeding for some time, but no conclusion has yet been reached. The sum of \$7,000,000 mentioned is not the amount fixed. but is probably the amount at which the American syndicate would like to sell out. Meanwhile we hear that H.E. Sheng is in Poking, and that

# WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:-On the 26th at 10.55 a.m. A depression has Bad weather will prevail in the S. part of the Formesa Channel.

At 11.55 a.m. The barometer has fallen over Formesa and the S. and S.E. coasts of China. Returns from the North are not yet to hand but yesterday afternoon the deep depression was still lying to the Northward of Wei-hai-wei Strong winds to gales from W. and S.W. are likely to continue blowing over the China

Forecast:-Fresh to strong W, - inds; squally,

### BAD WEATHER ANCHORAGE. SHANGHAI.

With reference to the Shipmaster's petition regarding Junk Bay being used as an anchorage. wo are asked to publish, the following porrespondence --

Chamber of Commerce,

10th July, 1905.

Sin,-As a result of the presecution of Capt Olsen, of the Norwegian Steamer Oscar II., for anchoring in Junic Bay, my committee have received letters from several masters of steamers trading in and out of Hongkong, pointing out the great hardships that will ensue if Junk Bay be closed as a temporary anchorage. I beg to enclose copies of these letters. It has been pointed out that Junk Bay has been used for a great number of years as a safe anchorage for ressels making the port of Hongkong and arriving after dark. If vessels have to remain at sea all night, standing off and on, rather than accept the hazard attendant upon entering the port after dark or during bad weather, the risk incurred is increased very considerably, as the dangers of a voyage are generally greatest when a vassel is in the vicinity of land. The extra consumption of coal would be considerable whilst a steamer was cruising about outside, and most of it would be saved if the steamer were lying at anchor with banked fires. In foggy and bad weather it would be a great kardship if vessels were compelled to remain at sea outside because Junk Bay was closed as an anchorage and refuge.

My committee would most respectfully urge the Government to consider whether it would not be possible to adopt such measures as would allow the probibition to vessels to anchoring in Junk Bay to be removed.

I have, otc., (Sd.) J. E. BINGHAM.

Secretary. Colonial Secretary.

> Colonial Secretary's Office, 18th July, 1905.

Sin, -I am directed to acknowledge the receipt of your letter with enclosures of the 10th inst. on the subject of vessels anchoring in Junk Bay, and to inform you that this Government has for some time past had under consideration the desirability of declaring this Bay a port of the Colony

Arrangements have now been made for the adequate supervision of these waters, and notification declaring Junk Bay to be a port under the provisions of Section 21 of the Merchant Shipping Consolidation Ordinance 1899 will be published in the next issue of the

(8d.) F. H. MAY.

Secretary, Chamber of Commerce, The addition of Junk Bay to the list authorised anchorages was notified a week ago in the Gazette, and in the Daily Press.

# FEROCIOUS DOGS.

A. P. Barres, of No. 33 Mosque Junction, wa charged before Mr. F. A. Hazeland at the Police to decide matters, or would you not at Court yesterday with allowing his ferocious dogs to roam at large.

An anonymous letter signed by one of the sufferers was sent to the police complaining about these two dogs and stating that they ought to be taken away and destroyed as they were always biting somebody, and the owner took | then the people must rise up to do so. Accordno notice of complaints.

Li-Ying and Kwong Gnan, two small boys, stated that they were walking quietly along Mosque Junction when the defendant's two dogs rushed out and bit them. The first complainant was so badly bitten that he had to be removed to hospital.

Defendant said the dogs would not bite unless they were teased. He could not say whether they had bitten the complainants as he was not

His Worship-Will you allow the police to lestroy the dogs? Witness-Yes, Sir.

His Worship (to Inspector Gourlay)-Let these two dogs be destroyed. I am quite satisfied that they are a menace to the neighbourhood. After they are destroyed I will give my decision; meantime the case stands adjourned for a week.

## A RECALCITRANT SEAMAN.

J. Baynish, A. B., of the sailing ship Law Hill on Tuesday asked permission to take a run ashore. This Captain Jarvis refused, stating that the man's services were required on board Baynish then went forward, got his belongings together, and was going towards the gangway when the captain asked-"Where are you going?" "Away from the ship altogether," retorted the seaman. He was, however, prevented from going ashore until he appeared before Mr. F. A. Hazeland at the Police Court yesterday to answer the charge of disobeying his captain's lawful commands. Defendant had nothing to say in defence, and was committed to gaol for three weeks with hard labour. Should his vessel sail before the expiration of his sentence he will be reshipped.

"CALCHAS" CARGO PAID FOR

The Times' Marine Insurance correspondent I-learn that the Russian Government has just paid compensation for the flour curgo in the British steamer Calchas. This cargo was seized and afterwards declared to be non contraband by the Russian Courts; the flour had not been insured against war risks. The wheels of justice seem to move slowly in Russia, but it is satisfactory to record that they do move. Underwriters grumble a good deal against Russin-and with ample reasonbut there is even more grambling against Japan. Most of the Japanese condemnations of captured steamers were inevitable—the cases of the Scotsman and the Pares are exceptions but the manner in which steamers and cargoes were sold before being tried and evidence was shut out has been strongly resented.

# THE AMERICAN BOYCOTT AT

THE FIRST STEP. We take the following from the N.-C. Daily News of the 22nd instant :- As a start, quite a number of shops doing business in the Settlements sent in on Thursday afternoon, 20th inst. (the commencement of the boycott on American goods and manufactures) voluntarily written declarations to the Committee in charge of matters, solomply undertaking neither to buy or sell any American goods such as piece goods kerosene oil, eigarettes, and the like, until such time as, by mutual agreement between the two Governments concerned, the object of the present boycott has been obtained by China. It will be remembered that at the mass meeting at the West-gate merely verbal undertakings were asked for by the speakers and a show of hands. The step voluntarily taken by the native shops referred to above will doubtless be followed by every Chinese firm and association of importance in this and other ports. Indeed, late on the same evening a dispatch was received from the Educational Association of the neighbouring prefectural city of Sungking, representing the various schools and colleges of modern learning in that place, also voluntarily binding themselves not to purchase or use anything coming from the United States.

An interview between Tseng Taotai, Chairman of the Committee in charge of matters relating to the American boycott, and U. S. Consul-General Rodgers, took place on Thursday, the 20th instant, a report of which in the shape of a letter from Tseng Tactai appeared in the Sinvenpae yesterday morning, a portion of which we translate.

After stating that he had been called on important business to Chiating (Kahding) on the 11th instant, Tsong Taotai said that he received, while there, on the 14th and 15th instant, disputches respectively from the U.S. Consal-General; Yuan Inothi, of Shanghai: the Optimus, Mr. Chang Ch'ien, and Taotai Sze Tse-ying, head of the Executive Committee of the Silk Guild, all of whom earnestly exhorted him to return at once to Shanghai. Accordingly on the 17th he (Tsong) returned to this port On both the 18th and the 19th instant he wrote to the U.S. Consul-General to arrange for an interview, but Mr. Rodgers owing to being occupied with other important business in the morning and he, himself, having engagements in the afternoon there was no interview until the 20th instant. "Mr. Rodgers asked me," states Tseng Taotai, "whether I had seen his letter to Yuan Taotai, to which I replied in the affirmative. I also stated that I had seen the telegram which Yuan Taotai had sent to Minister Rockbill, in Peking. Mr. Rodgers then asked me whether I remembered our interviews both in this Consulate and at the Chew Garden in which we had conferred on the question of waiting six months before doing anything more in the matter. To this I replied that I remembered that we gave two months to arrange mattersin, when you said that you wanted six months. This, however, we at once refused to do. Mr. Rodgers than said that this was not the time to deal with the matter in hand since the U.S. Congress would not assemble until November next. We replied that circumstances altered cases. As for instance two months ago that day, there was an insterview between ourselves. That day was o Sunday, a day in which I never did business, but owing to the great importance of the impeading crisis I broke my strict rule of life and attended the meeting. Indeed, I dared not do otherwise than attend at your invitation. Again, for instance, if some Power were to make a descent on the Philippine islands for the purpose of seizing thom, and that at a time when Congress had not yet assembled. would you wait until Congress had assembled once send troops and warships to oppose the invaders of Mr. Rodgers replied that this was a case of national danger and was not on a par with arranging a treaty. 'Yes.' I replied, an 'ordinary treaty may wait nutil Congress had reassembled but you can hardly call the present crisis an ordinary one. When our Government proves itself unable to protest, ing to the treaty when it expired, the matter should have been taken out before Congress dissolved last year. Why should they have waited until now?

decided to revise for the better the next treaty. Moreover, I received a telegram from our Minister at Peking expressing a wish to settle matters at an early date. I said that this was very good news and asked Mr. Rodgers if he would give me a written guarantee that matters would be immediately settled so that I could show, it to every one interested in the crisis. Mr. Rodgers said- I cannot conveniently give you such a written document but surely you believe what I tell you?' I replied that of course I had the utmost confidence in the truth of Mr. Rodger's words but that I was afraid that other people would not believe my words. Mr. Rodgers then asked me to use my influence as a member of the Chinese Chamber of Commerce to persuade our people to be patient and wait for our respective. G vernments to settle matters. Moreover, that if a change in the ordinary course of things should take place he (Mr. Rodgers) was afraid that unfriendliness between the two countries would follow. I replied that what he said that we should patiently wait for our respective governments to ratify the treaty was perfectly right, but every one had the liberty, and right to stop purchasing goods of American manufacture, if he or she wished to do so. Not only is it impossible for your honourable country to interfere with our liberty in this matter, but even our own Government cannot coerce its people into buying any special goods, if they de not care to do so. Mr. Rodgers said that the U.S. government was really desirons of revising for the better the treaty; it was only the U.S. Customs officers who were ill-treating Chinese visitors. Finally I said that as there would be a mass meeting in the afternoon at 4 o'clock. I would tell the meeting what the U.S. Consul-General had said, and his wish to settle matters amicably. 'If,' said I, 'my people are willing to postpone matters I will give you a reply within three days. If they should be dissatisfied you must pardon me if I cannot do as you would wish. We then shook hands and when we parted it was already 12 o'clock."

"Mr. Rodgers-'Our Government has already

EFFECT OF PEACE NEGOTIATIONS ON KOREA.

The Daito Shimpo, of July 5th, commenting upon the effect the peace negotiations will have with respect to Korea, observes that the administrative power of Korean diplomacy, finance, and communications are at present in the hands of Japan, but we think it will be advisable to further establish our prerogetives in this country, for the Korean Government following the natural diplomacy and intrigue of the nation, as a whole, would seem rather to desire to secure her independence by soliciting the political interference of other powers. The right of power over this country is Japan's according to every law of victory, and it therefore behaves us to use all lawful means to secure and retain the same-Translator, Seoul Press.

#### GERMANY IN SHANTUNG.

. The N. C. Daily News Bays :- In the China Times of the 8th instant there is what we are fold is a rough translation from the Nichi Nichi Shimban, of Tokyo, of a report of an interview by the latter paper's special correspondent at Peking with a German "highi personage." It will be seen from the following summary that it is a very interesting report how for it is authentic we cannot say. T correspondent began by saying :--

On December 15, 1904, Germany demanded the following four items, but was refused on June 8 this year. Is this true?

"(1) Only Germans are to be allowed to us machinery for mining, along ten miles of both sides of the Shanting Railway. "(2) Chinese are not to be allowed to use machinery for mining. They must fellow the

old mothed of hand mining. " (3) If there sh uld be a new mine discovere by Germans within five miles of the aforesaid area of the Shantung railway, another five miles shall be added to both sides of the railway: and if in the newly extended line there should be Chinese working mines already; these should

be stopped within two years. (4) Chinese officers are not to interfere wit Gormans using machinery for mining."

From the reglies of the" high personage" was gathered that Germany did make these demands, though it is represented that the third item, which widens the German belt of territory from twenty to thirty miles, was not exactly a demand. The refusal to allow the Chinese to use machinery is very politic; Chinese mines worked on their primitive methods could not possibly compete with German mines worked with modern machinery, and sooner or later the Chinese would have to sell out to the

The correspondent next asked whether it we true that the lease of Kincelion Bay contained a stipulation that "whenever any business of importance is undertaken in Shautung, the Chinese Government must have the consent of the Gorman Government, either to employ foreigners or to use foreign materials." Th mawer was eva-ive. "The German Government has not published it yet; therefore I am very sorry I cannot answer you clearly on this point." The next question was in reference to the provision in the original contract, that the Sheitung rallway was to have Chinese as well as German shareholders, and the corresapondent asked: "Are there many Chinese

shareholders of this railway, and, if so, what proportion do they bear to the rest?" The answer to this was: "I cannot answer you exactly on this paint, but there may be some shareholders among the Chinese." Probably this should read "There may be some Chinese among the shareholders." The correspondent then asked whether it was not the object of the Shantung railway to divert to Tsingtao the trade of Chihli on the north and traffic from Shanglai in the South The answer is somewhat oracular: "Yes, it has for its object to make free the China island

Then came a long question and answer about

the Tientsin-Chien-Kow railway, from which we learn that Germany is fully in accord with England in this matter, and has not demanded the right to build a railway from Tientsin to Tsingtao. The "high personage" says: "I am very sorry to have seen recently that there are many misinforming articles regarding Germany in Japanese as well as in Chinese papers." answer to farther enquiries, the "high personage "admitted that the Shantung railway telegraph lines were being converted to public use but only until the Chinese established their own lines; and he explained that "the desire of Germany in Shantung is wholly for the forwarding of her commercial interests and to get as much profit out of it as possible, so whatever military or economic steps Chica may prepare in Shantung, Germany will be pleased to accept them for the opening of that province. Returning to the Haishon scare. the correspondent asked why Germany did not get the consent of Chica before undertaking the survey which had caused so much slarm; towhich the very commonsonse answer was given." that if China had been asked, she would undonbtedly have refused. The "high personage" admitted that Haichou would make a very valuable base of operations, with access to Anbui, Honan, and the heart of China, but ndded that Germany had not the slightest hope

of carrying out any such designs. The "high personage" then admitted that Gormany had suspended her commercial treaty -negotiations with China, using the suspension as a lever to force the Chinese to sign the Tientsin-Chien-Kow railway contract, but the negotiations had been resumed, and there is, nothing about a base at Haichou in the new treaty: The disgraceful attack on a Chinese official on the Shantung railway was then explained. Asked as to how the Shantung railway treaty which gives Germany a monopoly in that province was to be reconciled with the "open door" principle, the "high personage" replied: "Well, the word 'open was born after the Shantung treaty." The correspondent pointed out that the Kniser had just shown himself very keen about the open door in Morocco, "and," he said "I sin erely hope the Germans will stick to it themselves for the sake of the future peace of the Far East. Answer: "Oh yes, it must be so." The correspondent then conversed on the friendly relations now existing between Japan and Gormany, and he winds up his report to the Niche Nicht by saying: "From the above, I hope your renders may grasp the general idea of the Shantung question from the German point of view. It would be not only to my happiness. -but to my great honour if it he a help somehow to facilitate closer relations between Germany and Japan."

#### THE LONDON MARINE INSURANCE MARKET.

Discussing the British India Company's Ikhond, on June 19th, the Times said :- Fifty guineas per cent, are being paid to reinsure the war risk liabilities on the cargo of rice, and 20. guineas per cent. to reinsure the sea risk only. Pressure to reinsure lines on the cotton cargo of the British steamer Orwell, which left Singapore on the 12th inst: for Japan; forced rates up to five guineas per cent.; this advance was

due to the market being full. While satisfaction is expressed at the diplomatic action taken by the Foreign Office to obtain reparation for the sinking of the British steamer St. Kilda, underwriters would have more confidence in a favourable result if Russia were "dunned" vigorously in the regard to the cases of Knight Commander and Hipsang. Compensation has not been paid for the flagrant outrages committed on these British steamers, although nearly 11 months have claused. Of the two vessels then sunk, Knight Commander had cargo for Japan, but the Hipsang was merely voyaging between the Chinese ports of Sharghai and Newchwang. This market has paid over £60,000 on the hull and cargo of the Knight Commander and £26,500 for the Hipsang. The payment of reparation for these two outrages will be some evidence of Russian good faith in regard to the St. Kilda and any further cases which may arise.

# IN GERMANY.

Trade in Berlin reports that the prespect of the Shipping Gazetle. The subjects down for prohibitive German duties on American imports | discussion were :- Limitation of Shipowners' after March 1," 1906, has caused three Liability; (2) Mortgages and Maritime and American componies to prepare to build works other Liens on Ships: (3) Conflicts of Laws and manufacture in Germany. These com- as to Freight; but want of time prevented stated by the speakers see its way to adopting panies do not expect that the United the last topic from being touched. States Government will be able to arrange success of the mosting was due to three factors

a reciprocity treaty whereby American -first, the factful but firm chairmonship of Mr. exporters may avail-themselves of the lower Justice Kennedy; secondly, the great willing-German exports correspondingly lower ppinion by substantial scarifices of their own manufacturers who desire to sell anything essentially one of business men, representing value or to claim the British limit of £8 per ton to Germany and the s ven European States that every interest connected with our maritims on the gross tonnage of the ship, although have entered into reciprocal agreements with trade, rather than of lawyers. It is obvious, Germany will be obliged to manufacture here or leave the Times, that a series of national codes

typewriters, sowing machines, electrical special- but rules of law which have lasted for genera- cargo-owners were from a business point of view ities, and agricultural implements are, accord tions become national habits of mind; ing to German trade papers, planning for give them up needs an effort, and compromised is dustred; but that, it shipowners benefited

German Empire with binding force for the Adjuster's Association; and, in addition; bank-United States."

replaced by a treaty of comity and anvigation Mr. H. Harrison, of Liverpool between both countries. Among other things "Thouttitude of this country to the Brussels such a treaty must regulate the general naviga- Diplomatic Conference was brought before the tion and commerce between them; define the meeting by M. Beernaert, Prime Minister of right of citizens of one country while stopping | Belgium in former Governments, and President in the other; and prepare the way for the ex- of the International Matitime Committee, wh tension of copyright arrangements and the pro- introduced the subject by a statement of the motion of postal intercourse."

must be sought wherein one concession shall be as the first subjects for treatment as long ago balanced by another, fully or appoximately as 1897. After prolonged consideration two

Section 4 calls attention to Section 4 of the mercial views expressed by the representatives Dingley law, which permits reciprocity conces. of all nations at the conferences of the committee sions for only two years, and expresses doubt and were supported by resolutions of the chie whether the United States Government is in a commercial bodies in this and other countries position to make a treaty at all without further At the instance of the Belgian Government: legislation and whether the Government of the Diplomatic Conference met at Brussels in United States could get from her Congress the | February last for their consideration, and right to conclude a treaty for longer than five approved them. At that conference Belgium. years; and then demands, in case the treaty the Congo State, France, Holland, Italy, Japan, negotiations lead to no practical result, that the Norway, Portugal, Roumania, Russia, Spain general German Customs be applied to the Sweden, and the United States were officially imports from the United States.

the export business of each State could be Hungary has promised its support; Germany secured by the United States continuing lower has made its support dependent upon that of rates of duties on German goods in a list Great Britain; but this country has as yet provided for by the Saratoga agreement, to not acceded to the with of the commercial which Germany would answer with equivalent public that it should take part. Mr. 1 yttelton componentions, but not with treaty rates has recently declared his opinion that a throughout as conceded to other countries.

VI. "Whatever arrangement is made, it her Colonies is necessary to the future prosperity must contain a provision for supplying free of | of British shipping, and has announced that cost information about tariff matters, for the conference will be held for that purpose. How publication of official lists of goods with regular much more necessary is such uniformity for the supplements, and for the settlement of tariff infinitely more numerous maritime relations differences by arbitration. The treaty must which exist between Great Britain and Taylor, M.P., and supported by Mr. Harrison, provide for contesting tariff decisions through foreign countries! The two codes in question, of the Liverpool Steamship Owners; was then diplomatic channels, for a free circulation of with the exception of the proportional rule | unanimously carried That the draft code | samples of goods from each country, and must where both vessels are it fault for a pledge itself to accept findings of scientific collision, and the abolition of the defence of bodies of the other State as to the composition compulsory pilotage, will enforce existing position in regard to the extent of shipowers of food products."

The suggestion in this last section, that the small a measure of compromise was a reasonable American Government should keep the return for the acceptance by foreign nations of German exporters thoroughly posted on tariff British law in so many other points. changes, free of cost, is, we believe, novel, and After M. Beernaert's statement. Mr. in view of the exacting demands put forward Harrison, as president of the Liverpool Steamgenerally, the fears of the American exporting | fifth of the total British tonnage, proposed the interests as to the future of their trade following resolution:grounds. The American Government, for shipowners, merchants, and underwriters their part, although their views on reciprocity attending this conference are of opinion that in with Germany have not yet been made the interests of the international commerce of quite clear, are more or less in a this country it is of the first importance that quandary. With the exception, perhaps, of the his Mujesty's Government should be represented. warlike Mr. Shaw, they appreciate the value of at the international conference convened by penceful trading as much as do the traders the Government of Belgium to consider draft themselves, but any trenty they may prepare codes relating to collisions at sea and salvagemust needs conform to their view that and that the secretaries are requested respectfavoured nations" are not antitled to con- fully to submit a copy of this resolution to his cessions made by treaty to a particular country, Majesty's Government. and that view the Senate are not likely to sanction. - Commercial Intelligence.

# MR. SANDOW'S ENTERTAINMENT

A very small company attended at the Theatre Royal last night, the typhoon symptoms probably being responsible. His Excellency the Governor did not appear. (The exact number upstairs was 22.) A remarkable performance on the trapeze, (Mr. August Dewall). opened the programme. He sat on an ordinary chair, the back legs of which rested on the swinging bar. The exercises by Sandow and his pupils were slightly varied to afford the necessary spectacular change. The "trick" music by Mr. John Dorasami was very clover. Sandow's feats of strength astonished all; and the wrestling by amateurs and professionals closed the usual excellent performance.

# H. E. CHOU FU.

THE EMPRESS DOWAGER'S TEMPER.

A private letter from Peking states that under advice of a certain friendly member of the | Our Government had promised to give their Grand Council, His Excellency has presented a memorial to the Throne asking to be permitted to return to his former post of Governor of Shantung. In his letter to the Vicercy the had stated that it was not in accordance Grand Councillor in question said the Empress Dowager has of late, owing to he ventured to say it was a bad preced ut, advancing old age, disliked to show the heat of temper which she hitherto had the reputation of having, and to this, luckily for him, Vicarov Choû Fu escaped the summary treatment which would surely have been dealt him, had a similar number of denunciatory memorials been presented against him, say, five years ago. - N. C. Daily News.

# CONFERENCE.

The importance to the trade of Liverpool, and

of the Empire, of the meeting held last mouth in Liverpool must be recognized. A verb tim The American Association of Commerce and | report of the whole proceedings has appeared in tariff provisions for countries which give hess-of-the foreign delegates to meet British duties. "It is a possibility that American predilections; and lastly, the meeting was party liable either to abandon the skip or its' manufacture at home for 40 per cent, less than differing widely one, from another cannot be and generally supported by underwriters both unified unless all concerned are actuated German competitors in the machinery trade, by a spirit of reasonable compromise:

enlargement of plants in anticipation of the may well be difficult. And yet upon the subjects destruction of a part or all of American import of this conference, as upon salvage and collision at prévious conferences, the foreign representa-It is evident from the above announcement | tives were most considerate in their thorough that the American Berlin Association has grave recognition both of the commercial importance fear that the proposed commercial treaty with of British law and its inherent morits, and on the United States, which is in course of at least two important points readily gave up unification on this point by effecting simplicity preparation for submission to the Washington | their own rule for ours. Great Britain was and certainty must benefit underwriters. It was Government in July, will not be successfully represented by some 40 delegates; of those who also pointed out that it was to the pecuniary negotiated. The German Government's draft attended throughout there were some 10 lawyers. interest of Great Britain to obtain a uniform of views on the treaty is based upon reports and 25 business men; the latter mostly present basis of limitation, as at present she is directly from German Chambers of Commerce and in a representative capacity on behalf of leading. hardicapped in her competition with other other commercial authorities. The Dusseldorf commercial associations, such as the United Chamber of Commerce, one of the most Chamber of Shipping of the United Kingdom. influential in the Rhenish-Westphulian manu- the Liverpool Steamship Owners' Association. facturing district, sent to the Imperial the London Steamship Owners' Mutual Insur-Chanceller, Prince von Billow, a memorial in | ance Association, the United Kingdom Mutual which these fundamental principles me laid Steamship Owners' Association, the London and Liverpool Chambers of Commerce, the Institute I. "The old Prussian treaty of 1828 must of London Underwriters, the Glasgow Undereither be formally cancelled or extended to the writers' Association, the Liverpool Average ing was respresented by the general manager II. "If that treaty be cancelled it must be -of the Bank of Liverpool, and the corn trade by

present position. He said that the International codes were drawn up which embodied the comrepresented; but Anstria-Hungary, Germany, Section 5 suggests that some alleviation to and Great Britain were not. Austriauniform maritime code for Great Britain and British law all over the world; and surely so

the German Chambers of Commerce ship Owners' Association and representing one-

with the country seem to rest on solid That the representatives of the British

He said that the Diplomatic Conference had

been collect for no vague discussion of general maritime trade, but for the specific purpose of considering codes which had been prepared by the representatives of shipowners, merchants and underwriters of all nations, with the help of the lawyers of all nations. They embodied the well-considered opinions of the interests they affected, and he could conceive no reason why his Majesty's Government should not send a representative. A Ministry of Commerce had been foreshadowed in the Kin 's Speech. Could any one imagine a more suitable starting point for such a Ministry than that it should be represented at such a conference and there, learn the wishes not only of the English people, but those who had given so much time and thought to the consideration of these codes Mr. English Harrison, K.C., seconded, and Sin Alfred Jones, as chairman of the Liverpool Chamber of Commerce, and therefore representing cargo owners, supported the resolution. He pointed out that by being represented at the conference the Government did not necessarily commit the country to anything, but that by abstaining we might allow rules of law to be adopted in the rest of the world which were prejudicial to our interests. Mr. C. McArthur, M.P., pointed out that the foreign countries interested had uniformly recognized that the lead in these matters ought to be taken by Great Britain. careful consideration to these two codes, but the commercial public wanted them to go one step further and appoint a representative for the conference in September. Lord Lansdowne with precedent for this country to take part

in such conferences. If that was the case and the sconer the British Government Lude a new departure the better, since it was the strong and considered wish of the public of this country. Mr. F. S. Watts, as President of the Chamber of Shipping, said that the two codes were the work of picked representatives of commerce and that this fact alone ought to convince his Majesty's Government. Mr. Lemon, representing the Institute of London Underwriters, Mr. Douglas Owen, of the Alliance Marine

AMERICANS TO MANUFACTURE THE INTERNATIONAL MARITIME Assurance Company, London, Mr. William Gow, of the Union Marin - Assurance Company. Liverpool, and Mr. Rundell, re. resenting the Glasgow underwriters, also supported, pointing out that it was the underwriters who suffered directly from the increased costs and difficulties of the present complicated and uncertain system of divergent laws, and that they wanted the Government to help them, with all its power and at once, to achieve this first step towards simplicity and certainty. It is much to be hoped that his Majesty's Government will for the reasons the course which is so strongly desired by the commercial public of the country.

The proposal embodied in the draft code of limitation of shipowners' liability, that the English and foreign methods of limitation should be combined in an optional right to the already finally passed and therefore not open to reconsideration at this conference, was strongly on ship and cargo and cargo-owners, as well as by shipowners. The opinion was expressed that to only interested indirectly, practically all cargo pecuniarily, their benefit would ultimately be shared by cargo-owners in lower freights. The opinion was expressed by underwriters that: so far as was known the rate of premium on cargo would be little affected by the proposed change in the method of limitation of liability, but that nations. British liability is by statue £8 per ton. The average value of all British shipping is about £5 10s. to £6 a ton. The average value of foreign shipping is certainly not greater and probably less than that of British, Foreign liability under the rule of abandonment is measured by the average value after collisioni qui in a damaged state, and allowing for a percentage of total losses -and is probably less than Lia ton. It follows, therefore that the liability | Chambers of Commerce in Japan decided some of our foreign competitors is only £4. as against | time ago to entrust seven Chambers thoughou our liability of £8 a ton-that is, one-half. So the country with the preparation of the draft long as the present divergence of law continues of a new law for the protection and furtherance we are thus giving a serious bounty to our com- of Japanese industries, which is to be submitted petitors. The chiefquestion actually before the to the Diet. These Chambers appointed special conference was whether amongst the liabilities, for which limitation was to be admitted there should be included "engagements outered into by the master in virtue of his legal capacity." i.e. (inter alia), contracts of carriage, for repairs III. "A tariff treaty with the United States Maritime Committee chose collisions and salvage | supplies, &c. This provision is in accordance on articles which are now successfully experted with Continental law; but in deference to British views the delegates of foreign nations unanimously agreed to waive their rule and adopt in its place a category of liabilities based upon the British Merchant Shipping Act. 1894, section 503. The proposed code provides that where any damage or less (1) Is caused to say goods, merchandise, or

any other things on board the ship or gation of such ship to any other vessel or to any goods, merchandise, or other things whatsoever paper, leather, and refined sugar. This is to be on board any other vessel, or (3) Is caused to dykes, quays, or other fixed

the liability of the owner is for each voyage limited to "ship, freight, and certain indomnities exclusive of insurance money, with a maximum -liability-of-C3-per ton. All-questions of-loss, of life or personal injuries are excluded from the

purview of the code. The conference, after discussing at some length the principles involved, then passed a resolution approving the alterations of principle | for the checking of imports, are open to grave and referring the draft code to a special com- objection. The proposal to circumvent the mittee for consideration and report on one or two defined points of principle and generally on | sumption taxes is especially open to sharp details. A resolution proposed by Mr. Austin | criticism (subject as above), which places the shipowners and merchants of all countries in the same

liability be Epproved." The remainder of the session was occupied in the discussion of the draft code on mortgages, lieus, and other privileged rights on ship and freight. The two most important questions were whether there should be given to the party injured by collision a lien for his damages upon the wroughoing ship, as in English law. There had been opposition from some Continental nations to this proposal: but the spirit of consideration and compromise which characterized the Liverpool meeting, resulted in the withdrawa of this opposition and a unanimous agreement to adopt the English rule. The real difficulty of the subject lies, first, in defining the rights in question in view of the various languages and systems of law, and, secondly, in deciding the order in which they are to rank against the skip. After a good deal of discussion, which helped to clear the ground, it was decided to refer the whole matter to a sub-committee to consider in detail and report to the sommittee. The next conference is to take place in Italy

GERMANY'S SUCCESS IN CHINA.

WHERE ENGLISH FIRMS FAIL.

A Shanghai correspondent of the Globe says: -Favourable reports of Germany's successful activity in the province of Shantung have become quite a feature of the local English . Mr. Frank Samuel has just been indulging "We like the Germans, because they put on Japan's success in the war." 'no side.' If we wish to look at any goods, and without meaning to buy them on the spot, that does not matter to the Germans. If, however. we go to an English or American firm to look at anything the principal soon hands us over to a clerk, just because we are too unimportant for him." It is the old story; the German firms are in the Far East for the purpose of selling German goods, and to this end the foreign Thursday, p.m., arrived at Singapore on Tuesbuyer must be treated properly.

### "LONG HING" THE PHOTO COMPETITION FOR AMATEURS \$220.00 IN PRIZES.

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FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION Apply to-SIEMSSEN & CO., SOLE AGENTS FOR CHINA.

THE EXCLUSIVENESS OF THE JAPANESE MERCHANT.

ATTITUDE OF CHAMBERS OF COMMERCE. A recent German Consular Report from contains the following interesting

"That Japan is systematically active in increasing the export of her industrial products, and on the other hand in checking by all means the import of foreign goods which might compare with home industries, is shown by a movement in commercial circles which deserves attention in other countries The united committees, whose reports and decisions hav lately been published. In the report of the Robe Committee, which probably does not diffe materially from the others, the introduction recommended of a system of export premium from Japan or may be exported. The article mentioned are silk tissues, cotton yarn, ten matches, towels, cot on blankets and fiannels pmatting, lacquer ware, porcelain, soap, straw and bamboo ware, clocks, brushes, fans and screens. On the other hand it was recommended | CALIFORNIA that the importation of goods which compete with home industries should be checked as much as possible—such as lecomotives and railway (2) Is caused by reason of the improper navi- carriages, dynames and electric motors, bicycles, window-glass, silk-goods, muslins and cloth, achieved by the raising of the statutory tariff and the abolition of the conventional tariff, or, if the latter measure be inadmissible, by the. introduction of consumption taxes. The abolition of all business-tuxes for those industries; which require protection was also proposed, besides the duty-free import of necessary

machinery and raw materials. "Justified as the aims of this movement may be, nevertheless the selection of the means to their realisation, especially the means proposed conventional tariff by the introduction of con-

KAISERS RACE WITH A TRAIN.

The Kaiser's recent journey from Hanoverto Hamburg, a distance of about 120 miles, was accomplished in about three and a half hours, says a London daily.

Owing to the rain the Emperor had intended to travel in the royal train, but the weather becoming fine he expressed his intention of making the journey by motor car in order to enjoy, the beauties of the Luneburger Heath, across which he would have to pass.

In the forest the royal train, which had left Hanover shortly after the Kaiser, came in sight. His Majesty immediately gave orders to his chauffour to quicken speed, and the motor, a Mercedes car, dashed forward at the rate of about sixty miles an hour.

His Majesty enjoyed the sensation immensely, and was anxious to race the royal train. He had long expressed a desire to see such a race, and had maintained that on a straight road the automobile would win. The race was entered upon with great zest but, owing to the curving of the road, had to be

Near Colle the royal carmet with an accident. A loud report was heard, the automobile staggered, turned, tilted sideways, and almost pitched into the ditch. One of the tyres had

The Emperor continued his journey to Hamburg on a car which was following.

JAPAN'S FUTURE.

newspapers. Thus, the North Ching Daily in some interesting speculations as to the future News says that the German port of Tsingtau of Japan. Writing to the Westminster Gazette continues to make excellent progress, and that he points out that already in the Far East it is although it remains to be seen whether it will impossible to compete against the Japanese rival Tientsin, yet as a matter of fact at present | artisan, and that the Russians failed signally to the trade at the latter place is at a standstill, do so in Manchuria. The Japanese artisan while it is increasing at Isingtau. Both works for 6d. a day: the Russian is a much less ports depend very much upon the hinter- competent workman and requires 2 roubles (4s.) and Tsington is able to attract a other Europeans require at least as much, and great deal of trade by means of the German sometimes more. The United States has driven railway; moreover, trade is hampered very British matches out of the field; in South much in the environs of Tientsin by the America the U.S. match has suffered the numerous likin, or interior customs same fate at the hands of the Japanese; stations, which delay the goods in transit Japan makes bicycles at one-half the price at and entail great expenses. Thus, the volume | which they are turned out in the States. These trade is flowing ever more and more are among the instances of Japan's competitive from West Shantung, Southern Chi-li, and capacity which Mr. Samuel advances in support Northern Ho-nan eastwards instead of north- of predictions that "the cry of made in Germany words. The remedy, therefore, will be to is a mere whisper compared with what the dirge. build a railway from Tientsin to Tetchou; of made in Japan will be in a few years' time. otherwise the bulk of the trade will be carried The Japanese require new markets, and, as Mr. on through Tsingtau. The journal referred to E Samuel observes, they now know their own says that another reason of German success is capacity, so that in view of the fact that part to be found in the fact that the Chinese prefer of any indemnity will go towards building up to deal with Germans rather than with Augle-findustrial and commercial interests we stand to Saxons: in the words of a Chinese merchant: gain nothing but lose much, as the result of

LATEST STEAMER MOVEMENTS.

The C.P.R. str. Empress of India left Vancouver on the Monday, 24th July, p.m., for Hongkong via the usual ports of call. The I.G.M. str. Sachsen, which left here or day at 11 c.m.

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Hongkong, 20th July, 1905,

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Hongkong, 5th 1905:

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P.O. Rox, 33. Telephone No 12

# NEW ADVERTISEMENTS

TURNISHED ROOM with Board for a Bachelor, Terms Moderate, Splendid View of Harbour. Apply by letter to-

Unro of Daily Prices Office. Hongkong, 27th July, 1905.

WANTED.

N EFFICIENT SHORTHAND WRITER and TYPIST, for an Important Commercial business in Shanghai. Apply, stating age, experience, speed and lary required, to "OMEGA."

Care of Daily Press Office. Hongkong. Hongkong, 27th July, 1905.

FOR SALE.

on 22 feet, Il knots, Tween Decks 7 112". PASSENGER and CARGO STEAMER, Length 260 feet, 14 knots: NEW STEEL SCREW STEAMER about 1,500 ons capacity, accommodation for Passengers. JAMES POWER & CO.,

158, Leadenhall Street, London: Telegraphic Address-Pouvors, London, 1768

PUBLIC AUCTION.

FITHE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO MORROW (FRIDAY),

the 28th July, 1905, at 11 A.M., at their SALES ROOMS, No. 8, Des Voux Road (Corner of Ice House Street). SUNDRY HOUSEHOLD FURNITURE,

A LARGE ASSORTMENT OF ENAMELLED WARE GOODS. 2 BICYCLES & 2 SEWING MACHINES. About 900 PANAMA HATS in three

different qualities. TERMS:—As usual. HUGHES & HOUGH.

Hongkong, 27th July, 1905.

DOUGLAS STEAMSHIP COMPANY LIMITED.

POSTPONEMENT.

FOR SWATOW, AMOY AND FOOCHOW. HE Company's Chartered Steamship

"EMMA LUYKEN, Captain Martens, will be despatched for the above. ports on SATURDAY, the 29th inst., at 2 F.M. instead of as previously notified. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO.,

General Managers. Honghong, 27th July, 1905. [1770

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

CATHERINE APOAR. Captain A. Stewart, will be despatched for the above ports on SATURDAY, the 29th inst., at

For Freight or Passage, apply to DAVID SASSOON & CO., LD., Hongkong, 26th July, 1905.

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD, BREMEN. JAPAN-CHINA-AUSTRALIA LINE VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRIS-BANE, SYDNEY AND MELBOURNE. On TUESDAY, the 22nd August, at Noon, the Steamship "PRINZ SIGISMUND," Captain Long, with Mails, Passengers and Cargo, will

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board. NORDDEUTSCHER LLOYD. For Further Particulars, apply to

leave this port as above.

MELCHERS & CO.,

Hongkong, 26th July, 1905.

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamer

"MALTA," FROM BOMBAY, COLOMBO AND

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Company's Godowns at Kowloon, where each

Hongkong and Kowloon Wharf and Godown consignment will be sorted out mark by mark. and delivery can be obtained as soon as Goods are landed. This vessel brings on Cargo: From London, &c., ex s.s. Macedonia.

From Persian Gulf ex 8.8. B. I. S. N. and B. & P. S. N. Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M. TO-MORROW.

Goods not cleared by the 2nd prox. at 4 P.M.. will be subject to rent. No Fire Insurance will be effected by me in

any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

L. S. LEWIS, Acting Superintendent. Hongkong, 26th July, 1905.

ADVERTISEMENT OCEAN STEAMSHIP COMPANY, LIMITED,

CHINA MUTUAL STEAM NAVIGA-TION COMPANY, LIMITED. NONSIGNEES per Company's Steamer

"ACHILLES," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowleon Wharf and Godown Co., Ld., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 28th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 1st August. No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the lat Angust, will

be subject to rent All Claims against the Steamer must be presented to the undersigned on or before the 4th August, or they will not be recognised. No Fire Insurance has been effected. BUTTERFIELD & SWIRE,

Hongkong, 26th July, 1905.

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT A N INTERIM DIVIDEND of \$3.50 per

Share for six months ending 30th June. NYEW STEAMER, about 6,000 tons capacity 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant (both days inclusive).

> By Order of the Board of Directors, A. SHELTON HOOPER. Secretary. Hongkong, 12th July, 1905.

> THE WEST POINT BUILDING COMPANY, LIMITED. A N INTERIM DIVIDEND of One Dollar and Seventy-five Cents per Shure

for six months ending 3 th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on appli-The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th

instant (both days inclusive). By Order of the Board of Directors, A. SHELTON HOOPER. Secretary to THE HONGKONG LAND INVESTMENT AND

AGENCY COMPANY, LIMITED, General Agents for THE WEST POINT BUILDING CO., LD. Hongkong, 12th July, 1905.

THE HONGKONG ELECTRIC COMPANY, LIMITED.

THE CERTIFICATE for the Shares L numbered 19637, 16668/16675, 21810 and 23780/23781 which are fully-paid up, standing in the name of Miss Habiba Moses Reuben COHEN, having been declared LOST, Notice is hereby given that unless the said Certificate be produced to the Company on or before the 3lst July, A NEW CERTIFICATE WILL BE ISSUED by the Company, and the old certificate will thereafter be held null and void. GIBB, LIVINGSTON & CO.,

Hongkong, 24th July, 1905.

HONGKONG ICE COMPANY, L'IMITED NOTICE.

Naccordance with the Provisions of No. 104. of the Articles of Association the Genera Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1905, of FOUR DOLLARS per share, DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after Wednesday the 2nd

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to 31st inst., both days inclusive. JARDINE, MATHESON & CO.,

General Managers. Hongkong, 18th July, 1905.

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

WITHE SEVENTY-EIGHTH ORDINARY HALF-YEARLY MEETING "OF SHAREHOLDERS in the Company will be held at the OFFICE of the COMPANY, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 15th AUGUST, at 12 o'clock Noon, for the purpose of receiving a report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing

Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 1st to 15th August. both days inclusive. .

By Order of the Board of Directors. T. ARNOLD. Hongkong, 24th July, 1905.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate No. 4005 issued in Hongkong on 23rd September, 1901, for 50 Shares of this Bank numbered 36827/36876 in the name of ANTONIO OSORIO, of Manila, has been LOST, and should the same not be produced before the 26th day of August next, a DUPLICATE CERTIFICATE will issued to the said ANTONIO OSORIO, and no transaction taking place under the afere-

recognised by the Corporation. By Order of the Court of Directors. J. R. M. SMITH, Chief Manager.

Hongkong, 26th July, 1905.

QUAN WAH & CO.

GRANITE AND MARRIE MERCHANTS. EXPORTERS AND CONTRACTORS.

Sole Agents of QUAN TAI & CO., Lime Manufacturers. All descriptions of GRANITH AND MARBLE FOR EXPORT.

Dealers in GRANITE and MARBLE MONUMENT Prices & Estimates on Application. No. 1, QUEEN'S ROAD EAST. Hongkong, 17th January, 1905.

INTIMATIONS.

JAPANESE CINEMATOGRAPH SHOW: THE BEST WHICH HAS EVER VISITED Hongkong.

FINE EXHIBITION of the Mos Interesting Pictures of the RUSSO-JAPANESE WAR. NEW FILMS JUST ARRIVED.

Two Shows Each Evening. 7,30 to 9, P.M. and 9.15 to 11 P.M. 1st Class-50 cents; 2nd Class-30 cents; 3rd Class-15 cents. TENT OPPOSITE CENTRAL

MARKET. Hongkong, 25th July, 1905.

OSAKA SHOSEN KAISHA. HONGKONG OFFICE.

TIS HEREBY NOTIFIED, that during the undersigned's temporary absonce from this Colony Mr. S. HIROL will have Charge of this Office.

T. ARIMA. Manager. Hongkong, 25th July, 1905.

NOTICE. IMPERIAL BANK OF CHINA.

THE HONGKONG BRANCH of this BANK will be CLOSED on and after 1st August next. Credit rs are requested to send in their claims promptly. By order of the Directors, E. W. RUTTER.

Manager. Hongkong, 24th July, 1905. TEACHERS WANTED.

EMOR TIENTSIN PUBLIC SCHOOL (undenominational). Head Master: salary \$3,000 per annum with quarters. Kindergarten Teacher; salary \$1,000, quarters, light, heat; attendance. Apply with references to-

Rev. J. MILLER GRAHAM. Tientain. Tientsin, 25th July, 1905. COMPRADORE WANTED.

TATANTED a COMPRADORE by Bu European firm doing piece goods and general business. Must furnish security for

Apply by letter to—R. S. T. Care of Paily Press Office. Hongkong, 6th July, 1945-

FOR SALE OR CHARTER THE Auxiliary Yawl Yacht "SNOW-FLAKE," 42 tons, 64 knots speed, excellent accommodation for four persons Electric Faus and all conveniences, recently thoroughly overhauled, terms moderate, owner leaving for Home.

Apply to WHYMARK & THOMPSON 82, Sakai Machi, Kobe,

Kobe, 12th July, 1935. NOTICE.

THE HONGKONG AND CHINA GAS COMPANY, LIMITED, beg to notify the public that in addition to the recent REDUCTION IN PRICE OF GAS TO \$3.00 PER THOUSAND cubic foot, they now offer the following FAVOURABLE TERMS to INTENDING CONSUMERS:-

1. SERVICES up to 50 feet in length will 2. NO CHARGE will be made for METER-FIXING.

THESE CONCESSIONS will only apply to houses in which the work of fitting internal pipes is carried out by the Gas Company. ESTIMATES for any kind of Gas fitting will be supplied WITHOUT COST to intend ing or existing customers.

The Company hire or sell all kinds of Gas Fittings whether for Heating, Cooking or Lighting and INVITE INSPECTION of their Stock at their NEW SHOW ROOMS at VEST POINT: GEORGE CURRY.

Local Secretary. Hongkong, 14th June, 1905. GOVERNMENT OF BRITISH NORTH BORNEO.

GOVERNMENT OF LABUAN,

REVENUE FARMS FOR 1906, 1907, 1908.

FITENDERS will be received by the Secretary to the Governor, Sandaon or before 2nd October, 1905, for the following Revenue Farms, for the year 1906, or for the three years 1905, 1907 and 1908. OPIUM FARM.

SPIRIT LICENSE FARM. PAWNBROKING FARM. CUSTOMS FARM (North Bornos only). GAMBLING RESTRICTION FARM (North Bornec only).

For Particulars apply to-GIBB, LIVINGSTON & CO., Agents British North Bornes Co., Hongkong. Hongkong, 24th July, 1905.

CANTON DISTRICT. LOCAL NOTICE TO MARINERS.

Precautions to be observed while dredging operations are in progress at the

WHAMPOA BARRIER.

YOTICE IS HEREBY GIVEN that the 1 dredger Canton River, will commence work on the North side of the channel through the WHAMPOA BARRIER on the 24th inst. Vessols using the Front Reach approach to said Share Certificate No. 4005 will be Canton are required to observe the precautions contained in Notice to Mariners No. 74 of the

28th June last. Vessels should not pass on that side of the dredger from which a Red Flag is flown. J. HOWELL MAY, Harbour Master.

F. J. MAYERS, Acting Commissioner of Customs. Custom House, . Canton, 22nd July, 1905. NOTICE TO ROWLOON RESIDENTS

INXTRA COPIES of Paily Press are on Bale daily at Mr. H. RUTTONJEE'S LU. KOWLOON STORE: No. 36, Elgin Road, and M. AH YAUS FERRY WHARF STALL. Pirce 15 cents per copy cash. Hongkong, 82nd Pecember, 1903.

INTIMATIONS.

COLD STORAGE. THE HONGKONG ICE COMPANY, LD, have now 40,000 Cubic feet of Cold

Storage available at EAST POINT. Stores will be Open at 14 A.M. and 4 P.M. daily, Sunday. excepted to receive and deliver perishable goods. WM. PARLANE, Manager. Hongkong, 18th November, 1901.

LIEN TING.

SURGEON DENTIST, No. 10, DAGUILAR STREET TERMS VERY MODERATE.

Horgkong, 21st March, 1903. AUTOMATIC MAUSER

Consultation Free.

PISTOLS. CALIBRE 7.63 m.m. With CHAMBER for 10 CARTRIDGES FIRING IN SHOTS in 2 SECONDS. SIEMSSEN & CO.

Hongkong, 3rd October, 1900. DUINART PERE & FILS. REIMS. Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS. Ship only the Finest Quality Extra Dry (Green Seal) LAUTS. WEGENER & CI Bolo Agents. Hongkong, 17th May, 1905

# HONGKONG BUSINESS DIRECTORY.

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PHOTOGRAPHER M. MUMEYA, JAPANESE ARTIST. Bromide and Crayon Enlargements and also colcuring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

Market.)

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WONG SANG & CO... Shipchandlers Sailmalers, Provisioners, Coal Merchants, Hardware, Engineers Tools, Metal, Iron and Steel Merchants 57 58 % 59, Comnaght Road, New Prava Central

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FIRST-CLASS BOARD & RESIDENCE

"BRAESIDE." LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well

Furnished Bedrooms, every home comfort. Fine View of the Harbour: Terms moderate. Apply to-Mrs. F. W. WATTS. " Braeside," 20, Macdonnell Road, (late of "Tang Ynen.") Hongkong, 27th June, 1905.

TO LET. HAURNISHED ROOM with Board. Tennis Court. Near Ferry, Kowloon. Apply-

Care of Daily Press Office. Hongkong, 3rd June, 1905. BOARD AND RESIDENCE.

RS. GILLANDERS "GLENWOOD, 27 CAINE ROAD. Hongkong, 19th March, 1904.

TO LET TO LET.

NTO. 3, MACDONNELL ROAD.

Apply to-THE HONGKONG LAND INVEST MENT AND AGENCY CO., LD. Hongkong, 20th July, 1905. TO LET.

TAYRIE, Unfurnished. Newly repaired; Painted and Colourwashed. No. 4. BELILIOS TERRACE, 1st Row. 3rd Row. 3rd Row. 2 FRONT ROOMS in No. 15, Queen's Road Central, (over Messrs. Caldbeck Macgregor & Co.'s premises)

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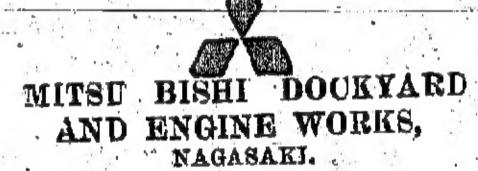
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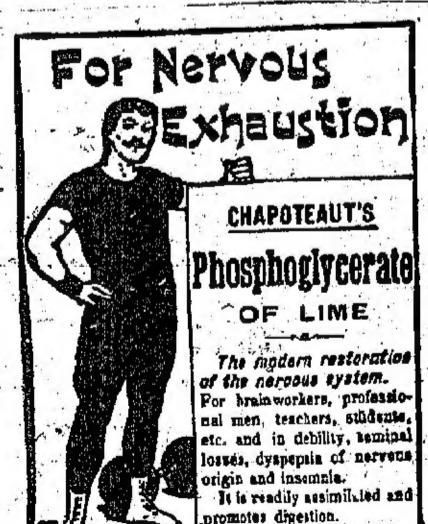
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THE "KOREA REVIEW" AND DR. MORRISON.

TERORS AND MISSTATEMENTS EXPOSED

The current number of the Korea, Review contains a remarkable article dealing with Dr. in Korea. In his opening remarks the writer makes some well-considered observations on the claims. These men were desperate, and in the functions of a correspondent. He says :-

the condition of things in Korea, a report which | later they were taken out and tied to stakes and Egypt could not compare favourably with more Kereans have protested, but if Dr. Morri-Japan's work in the peninsula. We have now son calls this the smallest possible evidence of received through the foreign press of Japan force we would like to hear what he would call the full text of that report. But before review- a fairly large exhibition. ing it we wish to say one word upon the work of a newspaper reporter or correspondent. As we between the policing of the Korean railway and understand it, his office is simply and solely that of the Russians in Manchuria, "where the to-ascertain and transmit facts to his paper | people were set at comity by the harsh treatment uncoloured by theories and uninfluenced by the | that they suffered." Well, a few days ago some policy which that paper adopts. He may know American gentlemen were travelling between very well what his paper would like to hear, but Sooul and Fusan. At a cortain station a Korean if the facts do not coincide with that desire he gentlemen about seventy-five years old came on has no option. It is the main purpose of this the station platform leaning heavily upon his Review to place before the English reading long staff. As he was looking with interest at public the facts of the case as regards Korego the train a Japan-se employe of the station, The statements, made by Dr. Morrison are about eighteen years old and nearly nude, came diametrically opposed to many statements we up befind the old man and threw him heavily have made. Either he has been sadly misled or Lon his back, and then stood aside and laughed. else we have. We propose, therefore, to The old man painfully regained his feet, and examine briefly the main statements of the then the young Japanese throw him off the famous correspondent in a perfectly dis- platform on to the track. The old man was passionate way, and see if we can get the issue unable to rise, and his Korean friends hastened prepared to ACCEPT RISKS against FIRE sourcely before the public. We need not to pick him up. We can bring irrefutable sympathy with every legitimate aspiration of the the "more handful of gendarmerie" mentioned Japanese. The development of the resources by Dr. Morrison could be largely increased in of Korea depends upon their initiative, and we order that the Koreans could be secure from eight under its nose, then it may be damaged for shall welcome every attempt to develop these such wanton acts of brutality as this. resources, provided Japan will recognise the

effected are remarkable and an unmixed benefit where in Scoul and its vicinity, and Dr. to the people." One would suppose that the Morrison could not have walked two hundred Times would be interested in publishing a list . yards along any thoroughfare in this city withof these remarkable reforms-at least a list of out passing the little-sentry-boxes where they them, even if there be no particulars given. But | are stationed. Dr. Morrison does not give a single reform |. We do not think the extremely one sided view tilready effected, not one. He has much to say presented by Dr. Morrison is accurate, nor will about the railway, but a railway is not a lit do Japan any real good. The latter have reform. We admire it as much as anyone, but | acquired certain rights in Korea which all are we see in it a business proposition carried out bound to respect. Railroad building is a thing solely for the benefit of the Japanese. It must. of national and international importance, and incidentally, he of great advantage to the the impulse given to the development of the Koreans along the route, but we cannot include country's resources and industries is wholly it in any list of reforms. Near the end of his praiseworthy; but that, connected with this communication Dr. Morrison does speak of work, there should be no mistakes no practices some genuine reforms. He says the reform in that are questionable is hardly to be expected. currency will begin on July 1st, that the As well-wishers of Japan as well as of Korea we Japanese Bank will reorganise the currency, indicate the bad points as well as the good, will collect the land tax, and will handle all feeling that this is best, for everyone concerned. State finance. It is all in the future tense, and | - Jopan Chronicle. these prospective reforms cannot be put in the list of those remarkable ones which have already been effected.

Just indignation is shown at the reference of the Times correspondent to "foreign

parasites":--Dr. Morrison says that these reforms that have been already effected "are causing dismay Inspector Ochounycloff in a new great coat and to the Emperor and his corrupt Court of with a small bundle in his hand. Behind him eunuclis, sontheavers, fortune-tellers and foreign strides a red-haired constable carrying a riddle parasites." It may be granted that considerable filled to the brim with gooseberries that have dismay is being caused by the Japanese oc- been confiscated. Stillness around; not a soul cupation, although it should be noted that the in the square. The open doors of the shops and lafter had it well within their power to handle pot-houses look dismally out upon God's world, affairs bere in such a way that there should be like hungry jaws; about them not even a no display; but when it comes to asserting beggar lurks. that the Emperor's Court is composed chiefly (for this is the plain implication) of eunuchs, soothsayers, fortune-tellers, and foreign parasites we simply say the language is contemptible. Does he mean to tell us that the Minister of the Household and the various officials under him that direction and sees hopping on three lags, are so low in the scale of society that and looking, behind as it goes, a dog which is eunachs, mountabanks, and foreign parasites running away from the wood-yard of the merare to be mentioned before them? This chant Pichongin. The dog is being pursued matter of foreign parasites, too, deserves by a man in a starched calico shirt and attention. One unacquainted with the cir- unbuttoned waistcoat. He runs behind it, bends cumstances would judge from these words forward, falls to the ground, and grasps the that there must be at least a half-dozen foreign parasities about the person of the Emperor. canine yelp and the cry: "Don't let her go!" Now we are acquainted with every foreigner near the person of the Emperor. There is one German lady who has charge of, or has had charge of the preparation and serving of collations and dinners in European style. Her duties are orduous, and they are performed to the utmost satisfaction both of her employer and of his guests. There is an English lady employed standing near the entrance to the yard as tutor to the Crown Prince, but she does not attend the Court. There is an American in holding up the right hand and displaying charge of the electric lighting plant in the place, but his work is solely that of an electrician. Now these three people, English, German, and American, are stigmatised as parasities and are said to form a part of the Court of the Emperor. They are all salaried employees of the Government, and people of irreproachable standing in the community. If they are parasites, then every foreign employee of the

Government is a parasite. It would be interesting to know what Dr. Morrison or his employers would say of anyone who should write of the Emperor of Japan as he has permitted himself to write of the Emperor of Korea Again the Korea Review says in exposure of other misstatements :-

We are told that "the Japanese are paying Japanese Government paid Korean coolies a Mitri Mitrich and suddenly this cur, without comparatively large wage for transporting any cause whatever, grabs me by the finger. provisions. The coolies left their homes You must excuse me, I'm a man who has to and followed the track of war. Their work. Work with me scarce. It's a serious wages were high and their expenses matter for me to be patched up becausewere also high. We are prepared to perhaps I mayn't be able to do a blessed say that under the circumstances the coolies thing with this finger for a week. The law, were in a way benefitted by the sudden demand your nobility, doesn't say that we must put and the high wage. When the pressure up with creatures of this sort. If everybody is was removed, these high wages did not to be bitten, then it would be better not to live continue. To day the Japanese pay a Korean coolie thirty sen a day, out of which he has to pay for his food. But the regular stornly, coughing and knitting his brows. coolie wage in Seoul is one Kerean dollar, "All right. Whose dog is it? I shan't overlook which is at least equivelent to forty sen. The Japanese are not paying liberally for every-thing. In Wonsan and in many other places the people's houses and fields have been appropriated, estensibly for military purposes, and they have received only a fraction of the current market price. We have reliable correspondents in nearly every province in Korea, and the same story comes from every direction;

We can hardly be charged with hypercriticism when we say that, having obtained from the Government a grant of the land for the railroads, the Japanese should have seen to it that the people were paid at least a minimum market price for the land. We must leave it for the casuist to decide whether it was not distinctly immoral to secure such a concession from the Government when it was notorious that the finances of the country made it impossible to secure the right of way except by enormous confiscations. By this process the Japanese, identified themselves with an act of spoliation that in any other country of the Far East would have been the signal for instant and sanguinary protest. We do not say that none of the people

were paid for the laud, but we do say that many of them were not.

We are told that "order is preserved with the smallest evidence of force." Some Koreaus near Seoul were deprived of their fields, and when they protested they were told to look to the Government for their pay. There was no Morrison's fulsome landation of Japan's work even a Government Commission or Bureau whose special duty it was to attend to such night they tore up some rails of the track which In the last issue of this magazine a brief | was being constructed across their land. They mention was made of Dr. Morrison's report of know nothing of martial law, and a few days caused the Times to say that England's work in | riddled with bullets. - This was effective, and no

We are told that there is a great contrast

personal and property rights of individual correspondent of the Times is that "the Koreau police have been suspended and a Japanese The Editor of the Korea Review then gendarmerie has underlaken since January the goes on to deal trenchantly with the "reforms" | maintenance of order in Seculond the surroundupon which the Times correspondent was so ling country." To our certain knowledge there has never been a day that the Korean police Dr. Morrison says that "reforms already | were suspended. They are in evidence every-

### THE CHAMBLEON.

FREELY RENDERED FROM THE RUSSIAN O ANTON CHERHOFF BY E. J. HARRISON.]

Across the market square walks Police

"So you bite d- you!" Ochoumyeloff suddenly hears. "Children; don't led her go! owadays to bite is forbidden! Stop her

A dog's bark is heard. Ochoumyeloff looks in dog's hind-legs. For a second time is hoard a Drowey faces protrude from the shops, and a crowd rapidly gathers about the wood yard, as if it had sprung up from the earth. " A disturbance, seemingly, your nobility!

says the constable. Ochonmyeloff makes a half turn to the left and strides towards the crowd. He sees the aforesaid man in the unbuttoned waistcoat. the growd a blood-stained finger. On his half-dranken face seems to be written "Wait a little and I'll got even with you, you rascal!" and the finger itself looks like a token of victory. In this man Ochoumyeloff recognises the gold-worker Khryukin. In the centre of the crowd, with fore-paws outspread and trembling all over, sit; the author of the scandal itself-a white young harrier with pointed muzzle and a yellow spot on the back. In its tearful eyes there is an expression of anguish

"What's happened here?" asks Ochonmyeloff, forcing his way into the crowd. "Why are you all rathered here? Is it your finger !

Who cried out?' "I'm going along, your nobility. I'm disturbliberally for everything." Now, at the beginning ing nobody, begins Khryukin, coughing into of the war, when speed was essential, the his hard. "To pay a bill for firewood from

on the earth." "H'm. All right," says Ochoumyeloff, such an affair as this. I'll show you how to let dogs run loose! It's time to look after the gentlem in who doesn't want to obey the regulations! I'll have him fined, the villain, so that he'll learn what it means to let dogs and other ours wander about! I'll show him who's mas-Yeldyrin "-the inspector turns to the constable-"find out whose dog it is and make out a report! But the dog must be destroyed. Don't dawdle! It's probably mad Whose is

this dog. I ask !" "I think it's General Zhigaloff's!" says somebody in the crowd. "General Zhigaloff's? H'm! Here, Yeldy-

rin take off my coat. How frightfully bot it We ought to have rain soon. There's one thing I don't understand : how could the dog bite you?" Ochoumyeloff turns to Khryukin. How could it reach your finger? It's a small creature, and see what a great robust fellow you are! You must have scratched open your finger with a nail, and then the idea got into your head that you'd been bitten. You're one of a well-known crowd! I'm on to you, you devila!"

"Your nobility, he sticks his cigar into its face for fun, and the dog-not being a fool, snaps. He's a quarrelsome follow, your nobility!

"You lie, you villain!" says Khryukin. " Ho never saw it, and so why does he lie? His nobility is a wise gentleman and understands who tells lies and who acts conscientiously, as if before God --- If I lie, let the Justice of the Peace judge me. He has it stated in the law. Nowadays all are equal. I myself have a brother. in the gendarmerio-if you want to know.' .Don't argue!"

"No, it isn't the General's," observes the constable, profoundly, "The General hasn't y such. His are all big setters." You-know this positively?"

"Positively, your nobility." "I know it myself also. The General's dogs are valuable, thoroughbreds, and this -the devil knows what! Neither coat shape—only a wretched creature! And to keep such a dog! Where's your intelligence? If you came across such a dog in Petersburg or Mescow, do you know what would happen? There they wouldn't look into the law, but instantly-before you. could breathe! You, Khryukin, have suffered in. this affair, so don't leave. We must teach a lesson. It's time--

"But perhaps it is the General's," thinks the constable aloud. "There's nothing written on the muzzle. The other day I saw a similar dog in his yard.

"Certainly, the General's!" says a voice from

"H'm! Help me on, brother Yeldyrin, with my coat. 'A bit of a wind has risen. It's chilly. Take the dog to the General's and ask there. Say that I found it and send it. And say that they'd better not let the dog out into the street. It's probably valuable, and if every pig sticks a a long time. A dog is a delicate animal. And The most astonishing statement made by the you, blockhead, wrap up your hand! It's no good exposing your hand! You yourself are to

"The General's cook is coming; let's ask him. Holloa! Prokhor! Come here, my dear fellow! Look at the dog. Is it yours? "I should think not! We've no brood of that

kind at our place !". "And it's useless to inquire further here, says Inspector Ochoumyeloff. "It's a stray cur! It's no good talking here any longer. it's a stray one, then it is a stray one, and it had better be killed and have done with it."

"It's not ours," continues Prokhor. "It's the General's brother's, who arrived recently. Our master doesn't like harriers. His brother-"So his brother has arrived, Yladimir Ivanich?" asks Ochoumyeloff, and his entire visage is suffused with good-humoured smiles. "Good heavens! And I don't know it! Hus he come on visit ? "

"On a risit-"Good heavens! He must have been longing to see his brother. And I never knew! So this is his little dog? I'm very glad. Take it Nobody's going to hurt you, doggie! Such a clover one! Snapped him by the finger! Ha, ha, ha! What are you trembling for? The

rescal is angry. Prokhor calls the dog, and goes away with it from the wood-yard. The crowd laughs at Khryukin.

"You've still got to hear from me!" Ochoumveloff says to him threateningly, and, wrapping himself up in his great-coat, continues his way through the market square. - Japan

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WARTIN'S A Princh Remedy for all Irregularities. Thousanders Ladies keep a but of Markin s Phils in the house, so that on the Ladies keep a but of Markin s Phils in the house, so that on the ladies keep a but of Markin s Phils in the house, so that on the last sign of any irregularity of the System a timely dose may first sign of any irregularity of the System a timely dose may be administered. Those who use them recommend them, here the time of the latest GREGOR

31. QUEEN'S ROAD CENTRAL, 1st FLOOR.

CROWN LABEL. PILSENER.

\$13.00

PER CASE OF 4 DOZEN QUARTS.

\$19.50

PER CASE OF 8 DOZEN PINTS (LARGE SIZE)

CIGARETTES FUTURE.

ONCE SMOKED ALWAYS SMOKED.

PROTOPAPAS ALEXANDRA & CAIRO, EGYPT. EGYPTIAN CIGARETTES.



SOLE AGENTS FOR HINGKONG



but a slight knowledge of scalp anatomy to know NOT A HAIR-GROWER Newbro's Merpicide will not grow hair—nature does this—but by destroying the microbic enamies—folde does this—let-cures dandruff, stops falling of hair health the hair is bound to grow as nature—tals and relieves stocking. A delightful hair fatended; except in chronic baldness. It requires dressing. Gives extraordinary results. Try it. Drug Steres, \$1.00,

A. S WATSON & Co.,-Hongkong, Special Agents. Applications at prominent barber shops

The best judges use Houten? You are the best judge. Try it yourself and

> and invigorating of all coceas. "For perfect purity, delicacy of flavour, and nutritive value, Van Houten's "Cocoa occupies the foremost place."-Dr. Braithwaite's Retrospect of Medicine.

your verdict will be that it is the most delicious.

GOES FARTHEST. BEST &

PURE FRESH WATER. THE HONGKONG STEAM WATER BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and

Call Flag W. J. W. KEW. Manager, 1st Floor, 37, Connaught Road -Hougkong, 14th June, 1905.

DIRECTORY AND CHRONICLE

Complete Edition ... ... Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

DR. M. H. CHAUN.

THE latest Method of the American System. of DENTISTRY. 37, DES VŒUX ROAD CENTEAL. From the University of Penusylvania, U.S.A. Hongkong, 24th July, 1905.

FOR EUROPE and AMERICA. INDIA, AUSTRALIA, &C., and for PRIVATE RESIDENTS AT THE OUTPORTS. A COMPREHENSIVE AND COMPLETE RECORD OFTHE NEWS OF THE FAR EAST is given in the HONGKONG WEEKLY PRESS, with which is incorporated "THE CHINA OVERLAND TRADE REPORT." Subscription, paid in advance, \$12 per annum Postage toany part of the World S2.

Esano, British steamer, 26th July,-from GLORY, British battleship, 12,950, H. W. G. Stopford, 26th July, - Weihaiwei 22nd July. Kowloon, German steamer, 26th July,-from

MALTA British str. 3,900, R. A. Peters, 26th July,-Bembay 11th July and Singapore 21st, Mails and General. -P. & O. S. N. Co.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 26th July. Coulsdon, British str., for Shanghai, Lisang, British str., for Swatow.

DEPARTURES:

Acutales, British str., for Shanghai. BRAND, Norwegian str., for Chinkiang. CHILDAR, Norwegian str., for Samarang. KAMPOT, French str., for Kwangchauwan. PARLAT, German stry for Bangkok. PROMISE, Norwegian str., for Anping.

SHIPPING REPORT. The British str. Derivent reports: Fresh S.W. mensoon to Padaran. From Padaran strong W.S.W. and S.W. wind, very high following sea and a very low baremeter up to Gap Rock.

A Comment of the Contract of t VESSELS IN DOCK. 26th July.

ABERDEEN DOCKS .-KOWHOOK DOCKE - Humber, Progress, Magallanes, H.M.S. Janus, Poschan, Kenilworth, Kwong Tung. COSMOPOLITAN DOCK .-

## VESSELS ON THE BERTH

FOR SHANGHAI (Taking Cargo at Through Rutes to TSINGTAU and CHEMULPO.)

THE Steamship

"EIGER." Captain Rafen, will be despatched for the above port TO-DAY, the 27th inst., at 4 P.M. For Freight or Passage, apply to SIEMSSEN & CO.,

Agents. Hongkong, 25th July, 1905. NORDDEUTSCHER LLOYD. BREMEN.

NOTICE.

STEAM FOR KUDAT AND SANDAKAN. Taking Cargo at Through Rates to TAWAO.LAHADDATU.LABUAN,JOLO. ZAMBOANGA AND MENADO. THE Company's Steamship

"BORNEO," Captain F. Sembill, will be ready to load for the above ports TU-DAY, the 27th inst. For Freight or Passage, apply to NORDDEUTSCHER LLOYD, MELCHERS & CO.,

Agents. Hongkong, 24th July, 1905. FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST). ##HE Steamship

"KENNEBEC," will be despatched TO-MORROW, the 28th inst. For Freight & further information, apply to STANDARD OIL COMPANY

OF NEW YORK, Oriental Freight Department. 4. Des Voenz Road, Central. Hongkong, 22nd July, 1905.

DAMPFSCHIFFS-RHEDEREI"UNION ACTIEN-GESELLSCHAFT.

FOR NEW YORK. With Liberty to Call at the Malabar Coast. HE Steamship

"VERONA," Captain Dobronz, will be despatched for the above port on SATURDAY, the 29th July. To be followed by the Steamship ALBENGA, Captuin Petersen, on or about end of August.

For Freight, apply to CARLOWITZ & CO., Hongkong, 20th July, 1905. 1468 FOR SHANGHAI, YOKOHAMA AND

KOBE. THE Steamship

"RHENANIA;"

TIME Steamship

Captain Forck, will be despatched for the above ports on SUNDAY, the 30th inst., at This steamer has superior accommodation for

passengers and carries a duly qualified dooter and stewardesses. HAMBURG AMERIKA LINIE, Hongkong Office. Hongkong, 26th July, 1905.

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

JAPAN-CHINA-AUSTRALIA LINE. FOR YOKOHAMA AND KOBE.

(REACHING TOKOHAMA IN LESS THAN SIX DAYS)

"PRINZ SIGISMUND," Captain Lenz, will leave for the above places on TUESDAY, 1st August. This splendid steamer is specially fitted for passengers, and is installed throughout with

A duly qualified Surgeon and Stewardess are carried. For Freight or Passage, apply to NORDDEUTSCHER LLOYD, MELCHERS & CO.,

Agents. Hongkong, 22nd July, 1905. BRITISH-INDIA STEAM NAVIGATION

COMPANY, LIMITED. FOR AMOY, STRAITS AND RANGOON. THE Company's Steamship.

"ZAIDA," Captain C. Willis, will be despatched as above on TUESDAY, the 1st August, at DAYLIGHT. For Freight or Passage apply to JARDINE, MATHESON & CO., Hongkong, 24th July, 1905.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section. -1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pierto Naval Yard. 4. From Naval Yard to East Point.

		****				
u	DESTINATION	PRIMAN S'ARBERY	PLAG & RIG BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO HE DESPATCHED
7						
	And recording of the control of the	The second secon	management of the same of the	Property and section in the second section of the second section is a second section of the second section of the second section is a second section of the	And the second section of the	manus de la como de la como el despresamentamentamente de la como
a j	LONDON, &c., VIA PORTS OF CALL	CHUSAN	Brit. str	H W. Hamish P v P	D & O C W C.	0 000 1 1 137
	LONDON & ANTWERP, VIA SINGAPORE, &c	Toprior :	Duit neu	D W H Char	P. & O. S. N. Co	On 29th inst., at Moon.
,	TARTANT ARCOUNTS A RE & AROUSTOD	ATEM	Duit at	D. W. El. Duly	P. & O. S. N. Co	About Ma Aug.
7.	LONDON, AMSTERDAM & ANTWERP	Tanananana		****** *************** ******	BUTTERFIELD & SWIKE	On 7th Aug.
n	LONDON, AMSTERDAM & ANTWERP				BUTTERFIRLD & SWIEF	On 15th Aug.
	LONDON, AMSTERDAM & ANTWERP	PAKLING		****** ************* ***	BUTTERFIELD & SWIRE	On 29th Aug.
ħ	LONDON- AMSTERDAM & ANTWERP			****** **************	BUTTERFIELD & SWILLE	On 12th Sept.
70	LONDON, AMSTERDAM & ANTWERP	ANTENOR. T.D.T.T.		*******************	BUTTERFIELD & SWIRE	On 26th Sept.
	MARSEILLES, &c., VIA PORTS OF CALL	TONKIN		Charbonnel	MESSAGERIES MARITIMES	On 8th Aug., at 1 P.M.
	BREMEN, VIA PORTS OF CALL			L. Moass	MELCHERS & Co.	On 2nd Aug., at Noon.
	MARSEILLES, LONDON & ANTWERP	BENARTY	Brit. str	Sarchet	GIBB, LIVINGSTON & Co	About 2nd A.g.
	HAVRE & HAMBURG VIA STRAITS, &c	ACILIA.	Ger, str. k. w.	Schulke	HAMBURG-AMERIKA LINIE	On 2nd Aug.
	HAVRE & HAMBURG VIA STRAITS. &c	SPEZIA	Gor. atr. k. w.	Ehlers	HAMBURG-AMERIKA LINIE	On 14th Ann
4	HAVRE & HAMBURG VIA STRAITS, &c	SAMBIA	Ger, str. k. w.	Lüping	HAMBURG-AMERIKA LINIE	On 93rd Aug
	HAVRE & HAMBURG VIA STRAITS, &c	BURNANTA	Gor. atr k. w.	Förck	HAMBURG-AMERIKA TINIE	On Gth Sont
	HAVRE & HAMBURG VIA STRAITS, &c	SCANDIA DOMENT	Ger. str. k.w.	v. Dochren	HAMBURG-AMERIKA LINIE	On '90th Cast of an
	HAVRE & HAMBURG VIA STRAITS, &c	STEPRIA	Ger. str k. w.	Bable	HAMBURG-AMERIKA LINIE	On 20th Sept.
4	TRIESTE, &c., VIA SINGAPORE, &c.	CHINA	Ans. str.	Comprovide	TIANDOMANA TERRALIME	On 4th Oct.
	GENOA, MARSEILLES & LIVERPOOL	Ommanion .	Gut sta	Tomatovica	SANDER, WIELER & Co.	On 29th inst., P.M.
	GENOA, MARSEILLES & LIVERPOOL	STENTOR	Brit. str 1 m.		BUTTERFIELD & SWIRE	On 20th Aug.
			Brit. str 1 m.		BUTTERFIELD & SWIRE	On 20th Sept.
4	NEW YORK VIA PORTS & SUEZ CANAL		Brit. str	**************	STANDARD OIL CO	To-morrow.
-	NEW YORK	VERONA	Ger. str.	Dobronz	CABLOWITZ & CO.	On 29th inst.
.	NEW YORK VIA PORTS & SUEZ CANAL		Brit. str		SHEWAN, TOMES & Co	On 10th Aug.
Ė	NEW YORK, VIA PORTS & SUEZ CANAL	ST. HUGO	Brit. str	*** ** ***************	DODWELL & Co., LD.	About 12th Aug.
	NEW YORK VIA SUEZ	VANDALIA		Hanse	HAMBURG-AMERIKA LINIE	Quick despatch.
	VANCOUVER, VIA SHANGHAI JAPAN, &c	EMPRESS OF CRINA		R. Archibald, H.N.R.	CANADIAN PACIFIC B. CO	An Burlank Topman
J.	VANCOUVER, VIA SHANGHAI JAPAN, &o	ATHENIAN		S. Robinson, R. N. R.	CANADIAN PACIFIC R. Co	On Oth Ang
n	VICTORIA (B.C.) & TACOMA VIA JARAN	TREMONT	I Am. str.	T. W. Garlick	DODWELL & Co., LIMITED.	On 8th Ang.
h.	VICTORIA (B:C.) SEATTLE, &c. VIA JAPAN	MACHAON	Brit. str. 1 m.			
0	PORTLAND, OREGON VIA SHANGHAI, &c.,	ARABIA		Metzenthin		On tout Awar at Dombaba
	AUSTRALIAN PORTS VIA MANILA, &d	Transpersor	Dail of a		PORTLAND & ASIATIC S.S. Co.	On 13th Aug., at Dayngue.
	ATIQUED ATTAN DODONG VIA DITAIND	Example Continues	Brit. str 1 m.	Halman	BUTTERFIELD & SWIER	On 2nd Aug.
	AUSTRALIAN PORTS VIA TIMOR	Description Commence	Brit, str.	Totals	GIBB, LIVINGSTON & Co	On 9th Aug., at Noon.
	AUSTRALIAN PORTS	PRINZ SIGIBMUND		T.CHZ	MELCHERS & Co.	On 22nd Aug., at Noon.
14	YOKOHAMA & KOBE	PRINZ SIGISMUND	Ger. atr	Lenz	METCHERS & Co.	On 1st Aug.
	YOKOHAMA, YIA SHANGHAI, MOJI & KOBE	CANDIA	Brit. str.	II. F. Kilcai, R.N.R.	P. & O. S. N. Co.	About 5th Aug.
	JAPAN VIA SHANGHAI	Bogor	Dut: str		JAVA-CHINA-JAPAN LIJN	Quick despatch.
	TIENTSIN VIA SWATOW & CHEFOO	ESANG	Brit. str		JARDINE, MATHESON & Co	To-day, at 3 P.M.
	SHANGHAI	EIGER	Ger. str.	Rafer	SIEMSSEN & Co	To-day, at 4 P.M.
	SHANGHAI			, R. A. Peters	P. & O. S. N. Co	About 27th inst.
1	SHANGHAI				JARDINE, MATRESON & Co	To-morrow, at 3 P.M.
	SHANGHAI VIA SWATOW, AMOY & FOOCHOW			Bendixen	OSAKA SHOSEN KAISHA	On 29th inst., at 10 A.M.
	SHANGHAI VIA SWATOW, AMOY & FOOCHOW	The state of the s		H. A. Haraldsen	OSAKA SHOSEN KATERA	Quick despatch.
-	SHANGHAI, YOKOHAMA & KOBE				HAMBURG-AMERIKA LINES	
7	NINGPO & SHANGHAI				BUTTERFIELD & SWIRE	On 30th inst
1	TAMSUI VIA SWATOW & AMOY			Thin "	OSAKA SHOSEN KAISHA	On Oth Land at 9: 3
•	TAMSUI VIA SWATOW & AMOY			Touchen	One we Oronne Weeker	On 30th inst., at 8 A.M.
- (	AMON CITIES OF THE PARTICIONS	Zavesa	Brit. str.	C TXT:Dis.	OSAKA SHOSEN KAISHA	On 6th Aug., at 8 A.M.
	AMOY, STRAITS & RANGOON	Date T.		C. WINDS	JARDINE, MATHESON & Co	
. 1	SWATOW, AMOY & FOOCHOW	EMMA LUYKEN	Ger. str	Martens	DOUGLAS LAPBAIK & Co	On 29th inst., at 2 P.M.
	SWATOW, WEIHAIWEI, CREFOO & TIENTSIN				BUTTERFIELD & SWIRE	
9	MANILA	LOONGSANG	Brit. str.		JARDINE, MATHESON & Co	To-morrow, at 4 P.M.
ł	MANILA	RUBI	Brit. str.	A. H. Notley	Shewan, Tomes & Co	On 29th inst., at Noon.
	MANILA	TAMING	Brit. str 1 m.		BUTTERFIELD & SWIRE	On 1st Aug.
.	MANILA	ZAFIBO	Brit. str	R. Rodger	SHEWAN, TOMES & Co	On 5th Ang. at Noon.
_	CEBU & ILOILO	SUNGKIANG	Brit. str 1 m.		BUTTERFIELD & SWIRE	On 2nd Ano
	KUDAT & SANDAKAN	BORNEO	Ger. str.	F. Sembill	MELCHERS & Co.	Onick depostsh
	SANDAKAN VIA KUDAT	MAUSANG	Brit. str.		JABDINE, MATHESON & Co	On Sad Ann at 2 Day
•	SINGAPORE. PENANG & CALCUTTA	CATHERINE APPLAN	Brit. str		DAVID SASSOON & Co., LD	
1	SINGAPORE, SOURABAYA & SAMARANG	HOPEANO	Brit. str.	MAIN PLANTING M. STOLENGER STORE TO	A present Manierous P. Co.	On Ond Ann at Con-
	SINGAPORE, PENANG & CALCUTTA	NAMMANO	Brit. etc	Ottor Wennentbasespublik aprijug	JARDINE, MATHESON & Co	On Oth Assessment Man
		**************************************		anibut atenenisaairanienet alucus,	Jabdine, Matheson & Co	On our Aug., at Moon.
1	partition of the state of the s	M Tries		11	re-republic to the first the second s	

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

#### PROPOSED SAILINGS FROM HONGKONG FOR B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA

4.001	1.01.	AMAI.	
Steamer.	Tone.	Captain.	Sailing Date:
TREMONT HYADES	9,606 3,753 4,417	T. W. Garlick Wright G. V. Williams	Wednesday, August - 16th

I Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information apply to-DODWELL & CO., LIMITED,

Queen's Buildings. Hongkong, 22nd July, 1905.

at No. 8, Des Vœux Road Central

Hongkong, 26th July, 1905.

Hougkong, 24th July, 1905.

## OSAKA SHOSEN KAISHA. REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

GENERAL AGENTS.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

T. ARIMA, Manager.

L. S. LEWIS.

Acting Superintendent.

,		
FOR	THE CO.'S S.S.	LEAVING
TAMSUL VIA SWATOW	"DAIJIN MARU"	SUNDAY, 30th July.
AND AMOY	OHTA -	at 8 A.M.
FOR	THE CHARTERED B.S.	LEAVING
+ SHANGHAI YIA SWATOW,	"CLARA JEBSEN"	SATURDAY, 29th
AMOY AND FOOCHOW	Bendixen	July at 10 A.M.
TAMBUI VIA SWATOW	"PROTEUS"	SUNDAY, 6th Aug.
AND AMOY	KRABBE	st 8 A.M.
* † SHANGHAI VIA SWATOW, j	"FRITHJOF"	40
AMOY AND FOOCHOW	H. A. HABALDSEN	
* This Steamer has superior	accommodation. for First-class	Passengers, and is fift

# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

For Freight, Passage, as I further information, apply at the Company's local Branch Office

h	FOR STEAMERS TO SAIL REMARKS.
<b>9</b>	SHANGHAI
2.1	LONDON, &c
J	LONDON and ANTWERP FORMOSA About 4th Freight and COLOMBO and PORT SAID B. W. H. Snow August Passage.
	YOKOHAMAVIASHANGHAI, CANDIA

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO

LINE.

NORDDEUTSCHER LLOYD, BREMEN.

GERMAN MAIL

LONDON, NEW YOR L, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS. STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND RASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES. IN RUSSIA PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION STRAMERS. SAILING DATES.

		1.4		1000	
	SCHARNHORST	141	WEDNESDAY	***	2nd August
Ť	PRINZ HEINRICH	***	WEDNESDAY	444	16th August
-	PRINZ EITEL FRIEDRICH	***	WEDNESDAY	***	30th August
1	PREUSSEN	441	WEDNESDAY		13th September
4	ROON	444	T EDNESDAY	W 9 444	27th September
1	BAYERN	140	WEDNESDAY	144	11th October
	ZIETEN		WEDNESDAY-		25th October
1	PRINZESS ALICE		WEDNESDAY		8th November
١	BACHSEN	100	WEDNESDAY.		22nd November,
J	PRINZ REGENT LUITPOLD		WEDNESDAY	111	6th December
	PRINZ HEINRICH		WEDNESDAY		20th December
1			the state of the state of	1 10	

N WEDNESDAY, the 2nd day of AUGUST, 1905, at Noon; the Steamship "SCHARNHORST," Captain L. Meass, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at Naples and Genoa. Shipping Orders will be granted till Noon, on Monday, the 31st July. Cargo and Specie will be received on Board until 5 P.M., on Tuesday, the 1st August, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 1st August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLO7D.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hougkong, 20th July, 1905:

## HAMBURG-AMERIKA OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEF. LIBBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIEBTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATIONS.

ACILIA	HAVEE and HAMBURG	Oh Ohd Amer	TH
Capt. Schulke	f "Couring as participate, a quantificant curofith)	On 2nd Ang.	Freight.
SPEZIA	HAVRE and HAMBURG	0-141	44
Capt. Ehlers	(Calling at Singapore, Penang and Colombo)	On 14th Aug.	Breight.
SAMBIA	HAVRE, BREMEN and HAMBURG	00.1	70
Capt. Lüning	(Calling at Singapore, Penang and Colombo)	On 23rd Aug.	Freight.
* RHENANIA	HAVEE and HAMBURG		Freight &
Capt. Förok	(Calling at Singapore, Penang and Colombo)	On 6th lept.	Passengers.
* SCANDIA	HAVRE and HAMBURG		
Capt. v. Doehren	(Calling at Singapore, Penang and Colombo)	On 20th Sept.	Passencers.
SILESIA	HAVRE & HAMBURG	A us A i	Freight &
Capt. Bahle	(Calling at Singapore, Penang and Colombo)	On The Oct,	Passengers.
VANDALIA	NEW YORK VIA SUEZ	Branch Brandania	Cart of Maria
Capt. Hease	with liberty to call at the Malabar coast	of October.	Freight
Special attenti	on of intending Passengers is drawn to the splen	did accommodat	ion of these
steamers. Salcon ar	d cabins amidships. Lighted throughout by	electricity. D	ly analified
doctor and stewardess	ses are carried.		
For Further Pa	rticulars, apply to	A STATE OF THE STA	7
a state of the sta			

HAMBURG-AMERIKA LINIE HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

SAILING DATES.

# PORTLAND & ASIATIC STEAMSHIP CO.

	PROPOSED SAILINGS FROM HONGRONG B'HAI WA INLAND PORTLAND, OREGON SEA OF JAPAN, MOJI, KOEE AND YOROHAMA FOR PORTLAND, OREGON
*	CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.
1661	STEAMSHIP TONS. CAPTAIN TO SAIL AT DAYLIGHT ON 4.483 Metzenthin August 12th 1905
	"NICOMEDIA" 5.198 Schuldt September 1st, 1905. "NICOMEDIA" 4,370 Wagerhann September 26th, 1905. "NUMANTIA" 4,370 Feldtmann October 14th, 1905.
	Through Bills of Lading issued to Pacific Coast Points and A Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT,

THE PENINSULAR AND ORIENTAL. STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAYIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS. THE Steamship

Captain H. W. Kenrick, R.N.R. carrying His Majesty's Mails, will be despatched from here for Bombay on SATURDAY, the 29th July, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "China," 7,912 tons, from Colombo, Passengers' accommodation in which vessel is geoured before departure from Hongkong. Silk and Valuables, all cargo for France, and

Ten for London (under arrangement), will be transhipped at Colombo into the muil steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Persia," in London on the 10th September, 1905. Parcels will be received at this Office-until 4 p.m. the day before sailing. The contents and ralue of all packages are required. For further particulars, apply to

Acting Superintendents Hongkong, 17th July, 1905.



AUSTRIAN LLOYD'S STEAM NAVI. GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Ualling at SINGAPORE, PENANG. COLOMBO, BOMBAY, ADEN, SUEZ

and PORT SAID. (Taking Cargo at through rates to the BRAZILS, to South Africa, Persian Gulf, Red SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS). THE Company's Steamship

"CHINA," Captain Tomanovich, will be despatched as above on SATURDAY, the 29th inst., P.M. This steamer has capital accommodation for passengers, electric light and varries a doctor.

spply to SANDER, WIELER & CO., Agents, Princes' Buildings. Hongkong, 8th July, 1905

For information as to Passage and Freight

"BEN" LINE OF STEAMERS. FOR MARSEILLES, LONDON AND

ANTWERP. HE Steamship " BENARTY,

Captain Sarchet, will be despatched on or about the 2nd August. For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Hongkong, 20th July, 1905.

COMPAGNIE DES MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.



HE Steamship

"TONKIN!" Captain Charbonnel, will be despatched for MARSEILLES on TUESDAY, 8th August, at I P.M. Passage tickets and through Bills of Lading

issued for above ports. Cargo also booked for principal places in Next sailings will be as follows: S.S. "SYDNEY" ...

S.S. "ARMAND BEHIC" 5th Sept. S.S. "ERNEST SIMONS" 19th Sept. G. DE CHAMPEAUX, Agent.

Hongkong, 26th July, 1905.

REGULAR STEAMSHIP SERVICE TO NEW YORK. VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAE: COAST).

PROPOSED SAILINGS FROM HONGKONG. "ST. HUGO" ... "SHIMOSA"... For Freight and further information, apply to. DODWELL & CO., LD.,

Agents. Hongkong, 19th July, 1905. HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain T. Austin, B.N.R. THIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M.; and on Sundays at 8.30 A.M.: Departs from Macaoon Week Days about 2.30 P.M. and on Sundays at 5.30 P.M. if/ tide permits.

FARES-(week days) let Class (including cabin and servant), Single 23, Return Ticket 25-2nd Class \$1. 3rd Class 50 cents. Every Sunday will be on Excursion, at the following rates:

1st and 2nd Class, Single Ticket 31, Return 32. 3rd Class, Single 39 cents, Return 50 cents, Steerage 10 cents. Meals can be had on board.

Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2.

On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3.

First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on produce-tion of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available. for the following day.

The Steamer is lit throughout by Electricity The Steemer's Wharf at Hongkong is at the. Western end of Wing Lok Szteet. MING ON & CO.

2nd Floor, 16, Victor Street. Hongkong, 7th October, 12 1904.

# STEAMSHIP COMPANY. LD. CHINA MUTUAL STEAM -NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN NORTH AND SOUTH AMERICAN. WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

### EUROPEAN SERVICE.

	OUIWALVDA.	
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ANTENOR"	On 3rd August.
GLASGOW and LIVERPOOL	"MACHAON"	On 4th August.
GLASGOW and LIVERPOOL	"ORESTES"	On 9th August.
GLASGOW and LIVERPOOL	"ULYSSES"	On 9th August.
GLASGOW and LIVERPOOL	"OOPACK"	On 9th August.
GLASGOW and LIVERPOOL.		On 16th August,
GLASGOW and LIVERPOOL	"ALCINOUS"	On 23rd August.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 30th August.
GLASGOW and LIVERPOOL		On 31st August.
GLASGOW and LIVERPOOL	"TEENKAI"	On 10th September,
ODERDOOT BEG 1121	HOMEWARDS.	
FOR	STEAMERS	TO BAIL
LONDON, ARSTERDAM and)	" AJAX "	On 7th August
ANTWERP	ALU ANA	A
LONDON, ARSTERDAM and 3	"IDOMENEUS"	On 15th August
ANTWERP	• 7	
· GENOA, MARSEILLES and	"STENTOR"	On 20th August.
TAVERPOOL		
LONDON, AMSTERDAM and)	"PAKLING"	On 29th August.
ANTWERP		
LONDON, AMSTERDAM and	"ACHILLES"	On 12th September.
ANTWERP	was to see an amount of the see as a second of the second	
. GENOA, MARSEILLES and ?	"YANGTSZE"	On 20th September.
LIVERPOOL	trients.	
LONDON, AMSTERDAM and	"ANTENOR"	On 26th September.
ANTWERP	April 1	th th
Taking	Cargo for Liverpool at London Rate	38.
THE A STO	THE A PRESENT OF THE PARTY OF THE PARTY.	1 1

TRANS-PACIFIC SERVICE. Operating in conjunction with

THE NORTHERN PACIFIC BAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA. EASTWARD.

4		FOR		STEAMERS	7	O BATL
	VICTORIA, SE BL PACIFIC NAGASAKI,	COAST P	ORTS. VIA	UTACOM	On	7th August. 3rd September
191	HAGMONALA		WES	IWARD.		TABLE 1

"TELEMACHUS"... On 20th July. TACOMA. SEATTLE. "NINGCHOW" ..... On 17th August. For Freight, apply to-

AGENTS. Hongkong, 18th July, 1905.

# NAVIGATION LIMITED.

FOR	STEAMERS	TO BAIL	
SWATOW, WEIHAIWEI, CHEFOO	"KANSU!"	On 28th July.	
		On 30th July.	
MANITA	"TAMING"		
MANILA' ZAMBOANGA, PORT)			
DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS 1.	"TAIYUAN"	On 2nd August.	

VILLE, BRISBANE, SYDNEY and steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified

Surgeon is carried, Taking Cargo on through bills of lading to all Yangteze and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand Ports and other

Australian Ports. REDUCED SALOON FARES, SINGLE, AND RETURN, TO MANILA AND AUSTRALIAN PORTS. For Freight or Passage, apply to-

BUTTERFIELD & SWIRE. AGENTS.

Hougkong, 26th July, 1905.

## INDO-CHINA STEAM NAVIGATION CO.. LIMITED.

PROJECTED SAILINGS FROM LONGKONG. (SUBJECT TO ALTERATION. STRAMERS TIENTSIN VIA SWATOW and CHEFOO "ESANG" ...... Thursday, 27th July, 3 P.M. \* MANILA ..... "LOONGSANG" ... Friday, 28th July, 4 P.M. SAMARANG ..... † SANDAKAN VIA KUDAT...... "MAUSANG" ... Thursday, 3rd Aug., 3 P.M. \*SINGAPORE, PENANG & CALCUTTA "NAMSANG" ..... Tuesday, 8th Aug., Noon. \* These steamers have superior accommodation for First-Class Passengers and are fitted

throughout with Electric Light. Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze

Taking Cargo on Through Bills of Lading to Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan. JARDINE, MATHESON & CO., For Freight or Passage, apply to Hongkong, 25th July, 1905. GENERAL MANAGERS.

# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila, Saloon amidships. Electric Light Perfect Cuisine, SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

# CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STRAMSHIP	Tons.	CAPTAIN	POB	Sailing Date.
RUBI. ZAFIRO	2540 2540	A. H. Noth J R. Rodger		Sat., 28th July, Noon. Sat., 5th Aug., Noon.
	regularitae 1			

For Freight or Passage apply to

SHEWAN, TOMES & CO.,.... GENERAL MANAGERS:

Hongkong, 24th July, 1905.

FOR NEW YORK VIA PORTS AND SUEZ

CANAL. S.S. "INDRAWADI"

For freight and further information apply to-SHEWAN TOMES & CO.,

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). "TARTAR" 4425 Tons Com. W. Davison, R.N.R. WEDNESDAY, 18th Sept. EMPRESS OF JAPAN "6,000 Tens Com. H. Pybus, R.N.R. WEDNESDAY, 20th Sept. Hongkong to London, 1st Class ...... via St. Lawrence #60. via New York £62 Intermediate on Steamers, ? and 1st Class Rail .....

FIHE magnificent TWIN-SCREW "EMPRESS" STEAMSHILT passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD. . SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese Amoy and Japanese Gerernments.

For further information, Maps, Guides. Handbooks, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, 9. Pedder Street.

General.—Jardine, Matheson & Co.

July,-Cebu 12th July, General.-Hami-

July,- Manila 21st July, General.-Shewan.

July,-Hamburg and Singapore 18th July,

win, 23rd July,—Tacoma (U.S.A.) via Japan 3rd June, General.—Butterfield &

-Chinking and Wubu 16th July, General

General.—Hamburg-Amerika Linie.

TELEMACHUS, British str., 4,802, J. H. Good-

Tientsin, British str., 1,227, Gibbs, 2°th July,

BAILING SHIPS.

AWHILL, British 4-m. barque, 2,749, J. C.

TRAVANCORE, British ship, 1,900, Chamberlin,

HIS BRITANNIC MAJESTY'S SHIPS

IN THE CHINA SQUADRON.

Andromeda, cruiser, 12,500 tons, 16 guns, 1,6500

7,000 i.h.p., Captain Lionel G. Tufnell.

guns, 7000 i.h.p., Capt. H. H. Torlesse,

Comdr. H. E. Sulivan, R.N., Weihniwei

10,800 h.p., Capt. H. W. Savory, Weihaiwei

Fame, torpede-boat destroyer, 360 tons, 6 guns,

h.p., Capt. E. F. R. Charlton, Weihaiwei

Janus terpede-boat destroyer, 280 tons, 6 guns

Lieut.-Comdr. F. B. Noble, West River

6300 i.h.p., Lt.-Comdr. Kiddle, Weihniwei

i.h.p., Capt. C. H. H. Moore, en route

Lieut.-Comdr. Ernest W. G. Davidson, on

Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p.,

Sutlej, 1st class craiser, 12,000 tons, 14 gans,

Tamar, receiving ship, 4,600 tons, 6 gun Commodore C. G. Dicken, at Hongkong

Varago, torpedo-boat destroyer, 360 tons, 6 guns.

Waterwitch, surveying ship, 620 tons, 450 i.h.p.,

Comdr. A. W. Glennie, surveying

Thomas. Weibaiwei

Whiting, torpedo-boat destroyer, 860 tons,

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.,

Lieut. Comdr. J. F. Knox, Yangtso

6,300 i.h.p., Lieut, Comdr. J. A. Gregory

guns, 5,900 h.p., Lieut, Comdr. C. E. L.

Comdr. Scoretan, on Yangtano

21,000 i.h p., Captain Wm. L. Grant,

Rambler, surveying-ship, 583 tons, Comde.

Captain Shortland, Weibaiwei

Comdr. C. Seymour, Weihaiwei

E. V. F. R. Dugmore, on Yangtsze

Chas. E. Monro, Bornes

Singapore

Hongkong

5,700 h.p., I leut. Comdr. Stevenson,

Comdr. R. H. Bather, Weibaiwei

Comdr. Lewin, Weihalwei

A. F. Everett, Weihaiwei

Jarvis, 3rd June,-New York 27th Jan.

Sth June,—towed from Harlem Bay by tug

Arnhold, Karberg & Co.

burg-Amerika Linie.

-Butterfield & Swire.

Rice,—Butterfield & Swire.

Case Oil .- Standard Oil Co.

Robert Cooke.

Hegton, Weihaiwei

- Wilkin, D.S.C., Yangtaze

Shanghai

VESSEL ON THE BERTH

EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

NETHERLOW, British str., 2,577, John Simpson, FOR SYDNEY AND MELBOURNE. Calling at Timor, Port Darwin and Queens-LAND PORTS, and taking through Cargo to POSCHAN, German str., 1,799, Lemcke, 24th ADELAIDE. NEW ZEALAND, TASMANIA.

HE Steamship.

"EMPIRE," Captain Helms, will be despatched for the Rubi, British str., 1,619, A. H. Notley, 25th above ports on WEDNESDAY, the 9th August at Noon.

This well-known Steamer is specially fitted Sambia, Gorman str., 5,623, Laming, 24th for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with

the Electric Light. A duly qualified Surgeon and Stewardess are carried. N.B .- To assure the additional comfort of passengers the Steamers of the Company have

electric fans fitted in staterooms. For Freight or Passage, apply to GIBB, LIVINGSTON & CO.,

Hongkag, 19th July, 1905. SHIPPING IN PORT.

STRAMERS.

ALDERSHOT, British str., 1,354, Adam, 24th July,-Chinkiang 20th June, General.-Dolwell & Co. AMIGO, German str., 822, J. Iwersen, 24th July

-Haiphong 19th July, Pakhei 20th and Holhow 23rd, Rice and General.-Jebsen ARDOVA, British str., 2,270. W. L. Smith, 16th Alscrity, despatch-boat, 1,700 tons, 10 guns, July, -Moji 10th July, Coals, Mitsui 3,000h.p., Com. R. M. Harbord, Weihaiwei

Bussan Kaishs. BENLEDI, British str., 2,508, Potter, 25th i.h.p., Capt. Nelson Ommanney, Weihalwei July London 10th June and Singapore Aran, torpedo boat destroyer, 550 tons, 6 gaus, 19th July, General. - Gibb, Livingston & Co. 7,000 i.h.p., Lieut.-Comdr. R. Henniker Borneo, German str., 1,344, F. Sembill, 21st July,-Sandakan 16th July, General- Astraes, 2nd class craiser, 4,360 tons, 10 guns. Melchers & Co.

CATHERINE APCAR, British str., 1,730, A. Stewart, 24th July,-Singapore 18th July, Bonaventure, 2nd class cruiser, 4360 tons, 10 General.—David Sassoon & Co. CHEANGCHEW. British str., 1,213, E. Edwards, 25th July,—Singapore 19th July, General. Cadmus, British sloop, 1,070 tons, Capt. H. da Chinese.

CHINA, American str., 3,186, D. E. Friele, 19th | Clio, British sloop, 1,070 tons, Captain H. D. July,-San Francisco 17th June and Manila 17th July, Mails and General .- P. M. Dee, torpedo boat destroyer, 560 tons, Lieut.-CITY FO BISMINGHAM, British steamer, 90, Diadem, 1st class cruiser, 11,000 tons, 16 guns

J. Watson, 14th May, Grimsby 26th Mar. Erne, torpedo boat destroyer, 550 tons, Lieut. -Order. Coulspon, British str., 2,772, I. J. Henry, 22nd July.—New York 21st May, General Ettrick, torpedo boat destroyer, 560 tons, Lieut.

CRAIGHALL, British str., 2,868, Milne, 13th Eze, torpedo boat destroyer, 550 tons, Comdr. July,-New York 25th April, Case Oil.-Standard Oil Co.

DAMIN MARU, Japanese str., 900, H. Ohts, 25th July,—Amoy 23rd July and Swatow 24th, General.—Osaka Shoson Kaisha. Glory, battleship, 12,950 tons, 16 gans, 18,500 h.p., Capt Hon. W. G. Stopford, Weibaiwei MPRESS OF CHINA, British str., 3,046; R. Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. May, Weihniwei Archibald, R.N.R., 25th July,-Vancouver 3rd July and Shanghai 22nd, Mails and

General -C. P. R. Co. Hart, torpedo-boat destroyer, 260 tons, 6 guns, Esano, British str., 1,127, S. J. Payne, 21st July,—Tientsin and Chefoo 14th July, General.-Jardine, Matheson & Co. Eva, Norwegian str., 4,700, Salvesen, 10th July,-Cardiff 17th May, Coal,-Order. Hogue, cruiser, 12,000 tons, 14 guns, 21,000 h.p.,

EVANDALE, British str., 2,468, Wm. Burgers, 19th July,—Calcutta 3rd July, Coals. Iphigenia, 2nd class cruiser 3,600 tons, 8 guns, Dodwell & Co. 7,000 i.b.p., Capt. Fawckner, Weibairer FOREST CASTLE, British str., 1,800, J. Ogilver, Itchen, torpedo boat destroyer, 550 tons, Lieut.

20th July,-Calcutta 27th June, Coal,-Dodwell & Co. HANOI, French str., 738, N. P. Merlees, 24th 3,900 h.p., Lt. Comdr. Darwall, Hongkong July,-Haiphong 19th July and Hoihow Kinsha, river gunboat, 331 tons, Lieut.-Com 4: 24th, Pigs and General.-A. R. Marty. HRIM, Norwegian str., 757, Alb. Eriksen, 25th Moorhen, river gunboat, 180 tons, 2 gun.

July,-Bangkok 17th July, Rice.-Chinese. HOHENZOLLERN, German str., 6,660, O. Kraeft, Otter, torpedo-boat destroyer, 350 tons. 6 guns. 20th July,-from Genoa, Ballast.-Mel-KANSU, British str., 1,141, J. L. Dowson, 23rd

July,-Tientsin, Chefoo, Shanghai and Robin, river gunboat, 85 tons, 2 guns, 240 Swatow 22nd July, General.—Butterfield h.p., Lieut.-Comdr. Vaughan, Hongkong & Swire.

& Swire.

Kenilworth, Amr. ship, 2.178, Colley, 23rd

Sandpiper, river gunboat, 85 tons, 2 gans, 240

h.p., Lieut.-Comdr. H. T. Atlay, West River July .- Manila 20th July, Ballast .- Master, Sirius, 2nd class cruiser, 3,600 tons, 6 guns, 6,300

KENSINGTON, British str., 2,247, Dower, 22nd July,—Salina Cruz 19th June, Ballast.— China Commercial S.S. Co. Kowkoon, German str., 2,318, H. Stehr, 20th July, - Chinkiang 16th July, Bico:-

Siemssen & Co. KWANGLEE, Chinese str., 1,468 R. Lincoln, 21st July, Shanghai 18th July, General. -C. M. S. N. Co.

KWONGBANG, British str., 1,428, W. P. Baker, 24th July .- Shanghai 20th July and Swatow Teal, river gunboat, 180 tons, 2 guns, Lieut. 23rd, General.-Jardine, Matheson & Co. LABRES, British str., 1,341 J. B. Jackson, 20th July,-Saigon 16th July, General.-Chineso.

LISA, Swedish str., 1,577, H. Horndahl, 21st July,-Kobe 17th July, General.-Chinese. LOONGSANG, British str., 1,092, G. S. Weigall. 24th July,-Manila 21st July, General.-Jardine, Matheson & Co. LOOBOK, German str., 1,020, G. Schultzen, 22nd

Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lt.-Comdr. G. B. Spicer-Simson, Yangteze July,—Bangkok loth July, Rice.—Butterfield & Swire. MAGALLANES, American str., 716, A. Yrezabal, Lieut.-Comdr. Hugh Somerville, Yangtee 18th July,--Manila 16th July, Sugar,-

HONGKONG SAVINGS BANK.

HE Business of the above Bank is cond to tod by the HONGKONG AND SHANG. HAI BANKING CORPORATION. Bules may be obtained on application. INTEREST on deposits is allowed at 3; PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the Honokono also BHANGHAT BANK to be placed or FIXED DEPOSIT at 4 PER CENT. per annuia. For the Hongkong and Shanghai BANKING CORPORATION. J. R. M. SMITH,

Coief Managert Hengkong, 1st May, 1902

THE BANK OF TAIWAN LIMITED (INCORPORATED BY SPECIAL IMPERIAL - CHARTER

HEAD OFFICE: TAIPEH, FORMOSA.

Branches and Agencies: Nagasaki Osaka Shanghai

HONGKONG OFFICE: 4. QUEEN'S ROAD. MAUSANG British str., 1,644, R. Houghton, 21st Interest allowed on Current Account. June, Sandakan 16th July, Timber and Deposits received on terms which may be learnt on application.

MERCEDES. British str., 3,300, McGregor, 14th S. SHIGENAGA. Managar. July,- Weihaiwei 9th July, Ballast.-Bongkong, 1st November, 1904. 19th July,-Sydney 26th July, Coals.-

TEUTSCH ASIATISCHE BANK AUTHORISED CAPITAL......Sh. Tacls 7,500,000 July, -Saigon 20th July, General. - Jobson HEAD OFFICE-SHANGHAL. PROGRESS, German str., 685, F. Bremer, 13th

BOARD OF DIEECTORS BERLIN. BEANCHES! ∓रवशk०≫ः Calculta Tientain Tsinglau Tainanfu

LONDON BANKERS: Mesers. N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITH BANK, LIMITED. DEUTSCHE BARE (BERLIN), LONDON A 18 4 11 DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be Mr. E A. Bonner tearned on application. Every description of Wongkoi, German str., 1,170, W. Reber, 21st Banking and Exchange business transacted. July,-Bangkok and Swatow 20th July, HUGO SUTER.

> Sub-Manager. Hongkoug 17th July, 1905. THE MERCANTII FRANK OF

INDIA, LIMITED. Subscribed ...... 1,125,000 PAID-UP RESERVE FUND

DANKELB: LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2"/, per angum on the Daily balan x.

ON FIXED Darosits :-A. R. LINTON. Acting Manager. Hongkong, 30th June, 1:05

TOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,006 CAPITAL PAID-UP CAPITAL UNCALLED ..... RESERVE FUND.....

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LONDON BANKERS. THE LONDON JOINT STOCK BANK, LIMITED PARR'S BANK, LIMITED. THE UNION OF LONDON AND SMITHS 4000 h.p., Lieut. Comdr. Richards, Hong-BANK, LIMITED.

Hecla, special torpedo vessel, 6400 tons, 2400 Hongrong-Interest Allowed. On Current Account at the rate of 2 per cent per annum on the daily balance. On fixed deposits for 12 months 5%, perar num

> TAKEO TAKAMICHI, Manager. Hongkong, 22nd May, 1905.

TIONGROUG & SHANGHAI BANK-ING CORPORATION ING CORPORATION

PAID-UP CAPITAL ......\$10,000,000 RESERVE FUND STERLING RESERVE...\$10,000,000 SILVER RESERVE ... 8,000,000 **—\$18.000.000** RESERVE LIABILITY OF PROP TOES \$10,000,000 | Mr. R. M. Joseph

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F. Salifiger, Esq. CHIEF MANAGER Hongkong-J. R. M. SMITH-MANAGER :

Shanghai H. E. R. Hunter. LONDON BANKEES-LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of Two per Cent. per Annum on the daily balance. ON FIXED DEPOSITS. For 3 months, 21 per cent per Annum

For 6 months, 31 per cent. per Annum

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., For 12 months 4 per cent. per Annum; J. R. M. SMITH. Chief Manager. Hongkong, 17th May, 1905.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

NCORPOGATED BY ROYAL CRARTER, 1853 HEAD OFFICE-LONDON.

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the rate of 2% per annum on the Daily balaques On Fixed Deposits for 12 months 4 per cent T. P. COUHRANE,

Hangkoug, 18th May, 1905. INTERNATIONAL BANKING

ORPORATION. Fiscal Agents of the United States in Chius the Philippine Islands and the Republic of Panama.

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Union of London and Smith's Bank LIMITED. BRITISH LINEN COMPANY BANK The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at rates which may be ascertained on

application. CHARLES R. SCOTT. Manager. 20, Des Voux Road

# VISITORS AT HOTELS.

HONGKONO HOTEL.

Hongkong, 24th July, 1905.

Dr. O Marriott Mr. A. S. Baker Mr. & Mrs. J. E. Bing-Mr. K. Matsda ham and child Mr. I. Matsudaira Mr. B. J. Birbeck Mr. & Mrs. E. Meikle Mr. S. Bisney Mrs. Merlees Mr. W. S. Bissell Mr. T. F. Millard Mr. B K. Blair Mr. P. L. Hiller Mr. S. R. Mills Mr. F. G. Brighton Mr. & Mrs. E. M. Moon Dr. W. B. A. Moore Mr. L. Broughall Mrs. Morrison Mr. & Mrs. W. Mr. E. H. Murray Mr. P. C. Murray Chambers Mr. O. C. · liffo

Mr. W. In Cartor Mr. Y. K. Nagatemi Mr. and Mca. H. K. Hon. Dr. Francis Clark Mr. B. L. Packer Mr. T. Clark Mr. F. N. La Pan Mr. & Mrs. A. R. G. Mr. W. Parfitt Mrs. E. Offord Patey Eng. Lt. and Mrs. H. I. Mr. W. Peake Mr. and Mrs. T L. Clegg, E.N. Mr. G. Cunningham

Perkina Mr. F. O. Davies Mr. E. A. Platt Mr. F. B. Deacon Mr. D. Radersma Mr. & Mrs A. Delaceur Mrs. J. S Roach & child Mr. F. H. Doolittle Mr. & Mrs. E. Roberte Capt. & Mrs. J. Doughs. Mr. L. Rochet Mr. T. C. Downing Mr. J. Rose thal Dr. C. P. Felvus Mr. A. O. Scott Mr. H. Fletcher Mr. S. A. Serebrenikaw

Mr. C. Glover

Dr. F. Grone

Capt. T. A. Hall

Mr. R. Harding

Heider

Mr. D. Barker

Mr. J. Gillies

Mr. A. J. Skinn M. & Mrs. C. A. Griscom Mr. E. A. Snewin Mr. H. H. Stanlety & valet & 1 Japanese Mr. A. L. toin - Mr. W. M. Stewart Miss Q. Strachan Mr. E. A. Taylor Mr. C. V. Haines Mr. M. L. Thompson Mr. H. J. Haslett Mr. D. Thornborrow Mr. R. C. Histop Mr. W. D. Trimnell Eng. Capt. Hurst. R.N. Mr. & Mrs. H. Van Ulm

Mr. G. H. Innes Mr. C. H. Upbehann Mr. H. H. Kempf Mr. R. C. Vickers Mr.F. Kerr Miss E. Watkins Mr. A. H. Laing Mr. A. W. Whitlow Mr. H. J. C. Large Mr. J. B. Windsor Mr. A. R. Lewis Mr. H. Wood Mr. S. L. Lewis Miss R. B. Wood Miss M. B. Wood Mr. A. R. Luckie Mr. P. Luttringhaus Mr. and Mrs. Wright Mr. D. Macdonald

King Edward Hotel. Mr. Walter Koch Mr. M. E. Asger Mr. A. E. Asger Capt. F. Kofod Mr. & Mrs. W. A Mr. J. L. Brett Lieut. Sidney Kincard Browster Miss Kincard Miss Edward Mr. C. Krasy Lieut, James C. Grant Mr. E. J. Moses Mr. J. Homan Vander Mr. F. Petit Mrs. E. Recs Mr. Gustao Heitmann Mr. H. H. Rees

Lieut. Comdr. R. W. Mr. E. B. Rees Henderson Mr. Fr. Reiber Mrs. R. W. Henderson Mr. & Mrs. Mrs. Jackson and child Sandow Mr. J. Watt Jameson Mr. K. Tonami Mrs. J. W. Jameson CONNAUGHT HOTEL.

Mr. Morgan Mr. P. R. Adams Mr. J. Murchie Mr. W. P. Barber Mr. R. H. Newborn Mr. W. E. Olsen Mr. John Beovlerson Mr. A. J. Brown Mr. A. E. Paine Mr. E. E. P. Erskine Mr W. T. Parker Mr. and Mrs. H. Eyre Mr. B. L. Paton Rev. A. Rider Mr. P. F. Foss Mrs. Robertson Mr. A. J. Goodwin Mr. Busseil Mr. Roy. H. Smith Dr. G. R. Guthrie Mr. V. F. Haynes Mr. F. Stolte Mr. C. Templeman children.

Mr. A. A. Heimsoth Mr. J. D. W. Thomson Mr. & Mrs. Tomsett & Mr. J. E. Joseph Mr. Adolphe Kellimann Mr. W. Heory Walsh Mr. J. Wiessberger Mr. H. E. Miller CARLTON HOUSE, Mr. McMillan Capt. Anderson Mr. Roger J. Andap Mrs. Nather Mr. A. Neidt Mr. U. Nervegna Mrs. Parker and child Mr. and Mrs. Pescio Mr. Pugh Madame Ribot Mr. Rick Mr. H. Sasse Mr. H. Schluter Mr. A. Schmitz

Mrs. Bell Mr. A. E. Blanco Mr. E. Bowron Mr. B. Boyce Mr. F. Chapple Mr. J. Cruickshank Mr. F. O. Day Mr L. T. Delanev Mr. A. C. Disa Mr. A. Fletcher Miss M. Gains Mrs. Smith Mr. J. Jorgensen Mr. R. Knox Mr. & Mrs. Laurien Mr. V. Lugebil . Mr. Aler. J. Lugebil Mr. Mason

Miss Square Mr. O. Staeger Mr. & Mrs. Sturgis Mrs. Tennyson Mr. Watson Mr. E. M. William Mr. & Mrs. McKinnon KOWLOON HOTEL.

Mr. and Mrs. Pinkers Mr. C. Nygaard, U.S.N. Capt. & Mrs. O. L. Price Evens and child Mr. Thos. Reed Mr. J. S. Hall

Mr. F. H. Kendall

Hongkong, 25th July, 1905

S.S. "SIERRA BLANCA

GENERAL AGENTS.

... On 20th September.

Mails for Canton, Samsuur and Wuchov are closed on week-days at 7.36 a.m.

On Sunday the mail for Macao is closed at 8 a.m.

A mail for Macao per s.s. Wingchai is closed every week-day at 5 p.m.

Mails for Namtao, Sanbur, \*Kongmoon, \*Kumchuk, \*Sambitui, \*Wuchow and \*Canton are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m.

\*No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

17	FOR	PER	JAIC.
	Bangkok		Thursday, 27th, 9.00 A,m
	Bangkok	Amigo	Thursday, 27th, 11.00 A.M.
	Pakhoi and Haiphong	Heungshan	Thursday, 27th, 1,15 P.M.
	Macao	Esang	Thursday, 27th, 2.00 P.M.
	Macao	Himm	Thursday, 27th, 3.00 P.M.
	Shanghai.	Molla	Thursday, 27th, 4.00 P.M.
	ShanghaiShanghai	Molamatality	Thursday, 27th, 5.00 P.M.
	Sourabaya	Figure Luciana	Thursday, 27th, 5.00 P.M.
	Circles Amov and Pootilow	True into Triellation	
	Haiphong	Interes ansattantias	Friday, 28th, 0.00 A.M. Friday, 28th, 10.00 A.M.
- '	Haiphong	Капии	Priday, Sour, 10,00 A.M.
			Friday, 28th,
	SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,		Printed Matter and Sam-
	HONOLULU and SAN FRANCISCO		ples 10.00 A.M.
	(Supplementary mail on board up to the	China	Registration 10.00 A.M.
•	time lixed for departure of the mail.		(Registration, with late
	time lixed for departure of the month		feer of 10 cents, up to
•	Extra Postage 10 centar		10.30 A.M.)
		- 1	Letters 11.00 A.M.
	Macao	Heungshan	Friday, 28th, 1.15 r.m.
	621-nearthrai	Kwongsang	Friday, 28th, 2.00 P.M.
	Diniguation	Loongsang	Friday 28th, 3.00 P.M.
	Kudat and Sandakau	Borneo	Saturday, 29th, 8.00 A.M.
	Manila	Rubi	Baturday, 29th, 10.00 A.M.
	EUROPE, &c., India via Tuticoria	and the second second	
,	(Late Letters 11.00 to 11.30 A.M. Extra	f .	9-4-3 906
	Postage 10 cents.)	V manue	Saturday, 29th,
٠,	(Supplementary mail on board up to the		Printed Matter and Sam-
	time fixed for departure of the mail.		ples
	time nxed for departure of the analysis	Chusdy	Registration 10.00 A.M.

Chusch ......

on Friday, the 28th inst. ...... TO-MORROW. Sale. Household Farniture, Sales Rooms, Glenfarg, Peleus, Radnorshire, Roald. Messrs. Hughes & Hough, 11 a.m.

included in this contract mail.) ......

The Parcel mail will close at 5 p.m.,

Extra Postage 10 cents) .....

(Letters posted in all the Pillar Boxes in time for the first clearance will be

### COMMERCIAL.

4.	CLOSING QUOTATIONS.
Om	London.— Telegraphic Transfer
	Bank Bills, on demand
	There is Rills at 4 months significant and Print
	Credits, at 4 months' sight
ON	The made
	Bank Bills, on demand
On	On demand
On.	New York.
B 441.0	Credits, 60 days' sight
On	Telegraphic Transfer
	Bank, on demand
On	Telegraphic Transfer
	Bank, on demand,
Он	Rowly at gight
0	
<b>^</b> -	YOKOHAMA.—On demand921 MARILA.—On demand—Pesos.—921.
-	Class CAROTE and The domand
ON	BATAVIA.—On demand
$\Omega_{\mathbf{w}}$	SATON -On demand p.c. p.m.
ON	BANGKOK.—On demand
Got	to Tamer, 100 fine, per taol
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## OPTUM.

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	Quotations	re:- Allo	w'ce	not	to 1 catty	
,	Malwa New	\$1180	to	-	per pic	œ!,
	Malwa Old	\$1260	to	-		•
	Maiwa Older	\$1300	to		.00	
^	Malwa V. Old	<b>91</b> 360	to		***	
-	Parsian finacu	ality21020	to		91	
	Persian extra	dne. \$1070	to	-		
	Patna New	81095	to	-	por obesi	4
. '	Patna Old		to	_	**	
	Becares New	<b>81</b> 0524	to	_	91	
	Benares Old	\$	to:	-	**	

# VESSELS EXPECTED.

THE GREMAN MAIL

The I.G.M. Australian str. Prinz Sigismund left Sydney on Saturday, the 8th July at 2 p.m., and may be expected here on Monday, the The L.G.M. str. Prinz Eitel Freidrich left

Colombo on Friday, p.m., and may be expected IVIL here on Tnesday, the 1st August. The I.G.M. str. Scharnhorst left Kobe via Nagasaki and Shanghai on the 24th July, at

4 a.m., and may be expected here on Tuesday, COAL the 1st August. THE AMERICAN MAIL. The O. & O. str. Doric sailed from Yokohama

on Friday, the 21st July, and may be expected which applies to all Branch Offices and Hone. here on the 1st August. THE CANADIAN MAIL. The C.P.R. str. Empress of India left Van-

conver on Monday, the 24th July, p.m., for Hongkong via the usual ports of call. MRECHANT STEAMERS. The H.A.L. str. Ambria, from Hamburg, left

Moji for this port on the 22nd July, a.m., and NAGASAKI, MOJI, KOBE, KARATSU may be expected here to-day, a.m. The str. Den of Crombie left Singapore on the 22nd July, and is due here to-day. The H.A.L. str. Rhenania left Singapore for this port on the 23rd July, a.m., and may be

expected here to-morrow, a.m. The J.-C.-J. str. Tjipanas left Moji via Swatow and Amoy for this port on the 16th July, and may be expected here on the 29th July. The J. U.J. Lijn str. Bogor left Macassar for this port on the 22nd July, and may be expected.

here on the 30th July. The U.N. str. Taiyuan left Kobe via Kuchinotzu on the 24th July, and is due here on the | Mail and Freight Steamers.

31st July. The P. & A. str. Arabid arrived at Yokohama on the 20th July, and is expected here on the 2nd August. Ochi, Shinnew, Namazuta and Kami-Yamada

The Indo-China str. Namsang, from Caloutta and the Straits, left Singapore for this port on the 24th July at 5 p.m.

The Boston S.S. Co.'s str. Tremont sailed from | best Buzen Coal. Moji on the 19th July for Shanghai, Manila and Hongkong.

The str. Satsuma sailed from New York on the 5th June. The P. & A. str. Aragonia left Portland on Coals produced from the above Collieries: the 24th July, and is expected here on the 22nd

August. STEAMERS PASSED THE CANAL. July 4th-Cornexchange, Sydney, Pyrrhue, Korano, Rhenania. Oceano, Atholl, Stuttgart. 7th-Antenor, Candia, Glenroy, Machaon, Meri- Colliery have been completed and this well. onethshire. 11th-Prinz Eitel Friedrich. 14th known best and most economical steam Coal in -Armand Behic, Kintuck, Oopack, Ulysses, the East is now produced in abundance and Indrasamha, Freya, Orestes. 18th-Barotse, can be supplied in any quantity. Bengloe, Bantu, Pocahoutas. 21st-Annam, Hongkong, 15th February, 1905.



Guaranteed Full Cream.

See this TRADE MARK on every

Tin.

# Largest Sale in the World.

JUINT STOCK SHARES.

	Hongkong, 26th July.							
COMPANY.	Paid UP.	Quotations.						
Albambra	\$200	\$100.						
.Banks— Hongkong & S'hai National B. of China	\$125 {	\$915, buyers London, #89.10						
A. Shares  Bell's Asbestos E. A China-Borneo Co China Light & P. Co China Provident	\$12	\$38, buyers \$64, sales, x.d. \$11.75, \$10. \$84, buyers						
Cotton Mills-		* .						

(Registration, with late

10.45 A.M.)

ARRIVALS AT HOME.

PASSENGERS.

Chadwick Kew; from Yokohama, Mr. L. C.

Rees and Mr. T. Nuemeda; from Kobe, Mr.

Troko; from Nagasaki, Capt. Bomsson, Messrs

Paoli, Carslotti, Castaldi, Anisse and Blazy

from London, Messrs. R. A. Graham, J. L.

Howie, E. Bandman, Misses Forsyth and Marin

Elba, Mr. H. Major, Misses N. Leslie and

Dorn Caird, Mr. Ralph Roberts, Misses G.

Morra, E. Pemberton, Nattie Heydon, B

French, Edie Connor and Annie Hill, Messrs.

H. S. Cotter, Mark Lester and D. B. O'Connor,

Messrs, Deane Percival, W. J. Baker, J. Fox, J. V cent, Roy Smith and E. Munro, Mrs.

Hamilton, Mrs. Tummingham, Mr. Lopez, Miss Edie Probyn, and Miss Madge Quest; from

Marseilles, Mr. H. S. Napier; from Bombay,

Mr. E. B. Forrest; from Colombo, Mrs. Reiner:

for Yokohama from London, Mrs. Munck; from

DEPARTED.

C. Frings, E. Wirts, D. Simons, W. Neck, L.

Lindung, C. Weber, P. Schmitz and V. Stein-

killer; for Matupi, Mr. J. Hama, Mrs. H.

Omume, and Miss O. Omatsu; for Sydney, Dr.

Peet, Lieut. E. Rogers, Mr. F. van Coath, and

Per Tourans, for Saigon, Mr. A. Memer and

Rev. P. David; for Singapore, Dr. F. Mueller,

Messrs. T. Arima, A. Chopard, Mr. and Mrs.

A. Kellmann, Messrs. Arumand Eunail and de

Graaf; for Colombo, Mr. and Mrs. N. Kapsan

for Marseilles, Mr. George Caperan, Revs. P

Dr. S. Lewis Paton, and Mr. Fagaix.

BISHI

All Letters Addressed :-

SHANGHAI: H. J. H. TEIPP.

China, Korean ports and America.

AGENCIES:

to 1,520,000 tons.

(MITSU BISHI CO.)

MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI,"

kong and Shanghai Agencies.

Al, ABC 5th Edition, Western Union Codes

MANAGER, MITSU BISHI Co., with name of

place under:

BRANCH OFFICES:-

AND HANKOW.

MANILA: MACONDRAY & Co.

CONTRACTORS OF COAL to the Im-

perial Japanese Navy and Foreign Navies; the

Imperial Arsenals; the Imperial Railway;

Sanyo, Kiushu and the other Principal Rail.

EXPORTERS OF COAL to Hongkong,

SOLE PROPRIETORS of Takashima,

ways; Industrial Works; Home and Foreign

Shanghai, Hankow, Singapore, Manila, North

Collieries and also Hojo Colliery, which will

Sole Agents for Kigio, Komatsu (Tagawa) and Yashiromachi Coal (Karatsu).

The Head and Branch Offices and the Agen-

Coal sold in 1904 by the Company amounted

TAKASHIMA COAL.

New and additional shafts at the Takashima

cies of the Company will receive any order for

shortly be ready to produce on a large scale the

CHINKIANG : GEARING & Co.

YOKOHAMA: M. ASADA,

HONGKONG: H. U. JEFFEIES.

A ITSU

Petit and P. Patuel, Mr. and Mrs. H. W. Arthur,

Mrs. J. Williams and 2 children.

Per Prinz Waldemar, for Friedrich Wilhelm-

Penang; Messrs Von Veck and Stronch.

Gorlass, Wilmet Karkeak, M. Leslie, Nora

from Shanghai, Mr. and Mrs. H. Van Ulm.

P. Solomon; from Brindisi, Mr. and

die, Whampoo, Fallodon Hall.

fee of 10 cents, up to

Letters ...... 11.00 A.M. Ewo...... Tls. 50 Tls. 50, buyers Benmohr, Culchas, Caledonien, Ceylon, Nubia, July 24th-Socotra, Poona. 25th-Ceylon, Deneation, Preusen, Sagami, Suevia, Abergel-Docks and Wharves-Farnham, B. & Co... Tls. 100 | Tls. 138.

H. & K. Wharf & G. \$50 | \$98, buyora Per Athenian, from Vancouver, for Hong-H. & W. Dock ..... New Amoy Deck ... \$62 \$18, sellers S'hai & H. Wharf ... Tls. 100 Tls. 1924. kong, Mrs. Keem, Doctor L. Keem and Doctor \$61 \$18, sellers, o.c.n. \$29, sollers Fenwick & Co., Geo... 27 new isano, sel. \$10 | \$284, sellers G. Island Cement. Hongkong & C. Gas... Hongkong Electric ... £10 \$1:0, buyers \$10 . \$16, sollers, x.d. Per Malta, for Hongkong from London, Mr. and Mrs. F. O. Seston; from Marseilles, Mr. L. \$5 \$101, seilers, x.d. Do. Now .... H. H. L. Tramways ... \$50 | \$142, buyers Hongkong Hotel Co... Austen; from Bombay, Mr. Gerdlestone; from Hongkong Ice Co .... \$25 \$242, sellers Singapore, Messrs. T. M. Norill and B. M. Goh: Hongkong Rope Co... H'kong S. Waterbout, for Shanghai from Marseilles, Mr. Tolson; \$10 \$15, sellers

Insurances— Canton \$20 | \$85, sellers China Fire..... China Traders ..... \$50 \$305, sellers Hongkong Fire..... North China ...... £5 | T13. 82. Union ..... \$100 | \$725, buyers Yangtaze ..... Land and Building-HongkongLandiny. \$100 | \$120, buyers Humphrey's Estate

\$10 | \$124, sellers Do. New..... Kowloon Land & B. \$40, sellers Shanghai Land..... Tls. 50 Tls. 124, buyers \$50 | \$53, buyers .... WestPoint Building Miningshafen, Messrs. G. Mahler, H. Reese, A. Puff, Charbonnages ..... Fcs. 250 | 2490. T. Averberg, H. Buschoff, W. Schafenberger, Raubs...... 18/10 | \$6, sellers P. Hennecke, C. Petri and B. Steime, Sisters | Philippine Co. ........ \$10 | \$94, sellers Refineries— China Sugar ...... \$100 | \$215, buyers

\$100 \$29, sellers Luzon Sugar ...... Steamship Companies \$25 \$20, sellers China and Manila... Douglas Steamship. 335, seilers H., Canton & M..... \$15 \$201, buyers Indo-China S.N. Co. £10 \$94, sales & sel. Shell Transport Co. 21s., sellers Do. Preference... £10 £8 10s. Star Ferry..... \$10 \$34, sellers 326, sellers Do. New..... Shanghai & H. Dyoing South China M. Post... \$50.

Steam Laundry Co... \$8 | \$71. Do.... Stores & Dispensaries Campbell, M. & Co. Powell & Co., Wm., \$10 \$36. Watkins....

\$10 S111, sellera \$10 \$74, sellers Watson & Co. A. S. \$10 | \$124, sales & buy. United Asbestos ..... \$4 SOL sellers Do. Founders

\$10 \$150. VERNON & SMITH, Brokers.

\$211, sellers

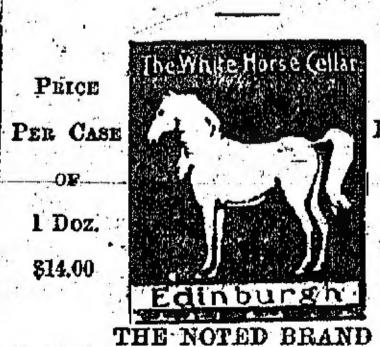
\$8.

HONGKONG TIDE TABLE.

From 27th July to the 2nd August. To correct Zone Time add 23 min. and 18 sec. HIGH WATER.

	Day of Month.	Hea	ngk a T	ong	*	Hic	yh		Ho	ngk u 1	ou. Cin	re.	L	ei	zħt	
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WHITE HORSE OELLAR. WHISKY.



PER [CASE OF. DCZ. \$14.00

PLICE

OF THE OLD COACHING DAYS. SOLE AGENTS:

CRAWFORD Hongkong, 6th April, 1905.

NOTICES TO CONSIGNEES AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "COULSDON," FROM NEW YORK. ONSIGNEES of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the Godown of the Hongkong and Kowleon Wharf and Godown Company, Ld., Kowleon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th July, at 3 P.M. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th July, will be subject

All Claims against the Steamer must be presented to the Undersigned on or before the 30th July, or they will not be recognised. No Fire Insurance will be effected.

Bills of Lading will be countersigned by ARNHOLD KARBERG & CO., Agents.

Hongkong, 22nd July, 1905. FROM NEW YORK.

THE H.A.L. Steamship

"VANDALIA," Captain. Hasse, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside. Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY. Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited and stored at Consignees' risk and expense. All Claims must be presented within ten days of the steamer's arrival here, after which date

they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st July, will be subject

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st July, at 3 P.M. No Fire Insurance has been effected. \* HAMBURG-AMERIKA LINIE,

Hongkong Office. Hongkong, 24th July, 1905. FROM HAMBURG. BREMEN, ROT-TERDAM, ANTWERP, PENANG

AND SINGAPORE. THE H.A.E. Steamship

"SAMBIA." Captain Lucning, having arrived from the

above ports, Consignees of Cargo are hereby requested to seed in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alcugside. Optional Cargo will be forwarded unless

notice to the contrary begiven before To-DAY. Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and All Claims must be presented within ten days

of the steamer's arrival here after which date they cannot be recognised; No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst., will be subject

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 24th July, 1905. S.S. "SYDNEY." COMPAGNIE DES MESSAGERIES

MARITIMES. NOTICE.

ONSIGNEES of Cargo from London ex s.s. Dordogne and Charente, from Bordeaux ex s.s. Ville de Valencienne and Cambrai, in connection with above Steamers are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ld., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-DAY, requesting it to be

landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 31st July, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 31st July, or they will not be recognised.

All damaged packages will be examined on Monday, the 31st July, at 3 P.M.

No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent.

Hongkong, 24th July, 1905.

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are propared to issue THROUGH BIL'S OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO. CHINA STRAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every forti ight For Freight and further particulars.

poly to DODWELL & CO., LIMITED. General Agenta for China and Japan. Hongkong, 4th August, 189

# WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT.
CO., LD., AND THE CHINA NAVIGATION CO., LD.

HONGKONG-GANTON-LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
S.S. "POWAN, 2,338 tons, Captain G. F. Morrison, R.N.H.
S.S. "FATSHAN," 2,260 tons, Captain R. D. Thomas.
S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd.
S.S. "KINSHAN," 1,995 tons, Captain J. J. Lossius.
Departures from Hongkong to Canton daily at 8,30 a.m. (Sunday excepted), 9 p.m. and 10,301p.m.

(Saturday excepted). Departures from Canton to Hongkong daily at 8.30 a.m., 2 p.m. and 6 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the Rive Special attention is drawn to their Superior Saloon and Cabin Accommodation. SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke. Departures from Hongkong to Macao on weekdays about 2 p.m. (See Special Summer Timetable) Departures on Sundays at Noon, Departures from Macao to Hongkong daily at 8 a.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T Hamlin, This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday and

8.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.r. JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE

INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON WUCHOW LINE. S.S. "SAINAM, 588 tons, Captain W. A. Valentine.

S.S. "NANNING," 569 tons, Captain C. Butchart. One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8,30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the-HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);
Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LD.

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NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES. S.S. "BENLEDI." FROM ANTWERP, LONDON AND

STRAITS. ONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., whence and/or from the wharves delivery may be

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 1st August, will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the

8th August, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 1st August, at 11 A.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 25th July, 1905.

SUN FAT & CO. MANUFACTURERS AND DEALERS IN

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MAP OF THE SIKIANG or WEST RIVER From Hongkong to Wuchowsu. Showing the Ports and Calling Places

Opened to Foreign Trade, 1897. Published at Daily Press Office. Price 25 Cents, Cash. Hongkong, 1st April, 1897

TONGKONG HIGH-LEVEL TRAM-WAYS COMPANY, LIMITED. In Liquidation.

TIME TABLE. WHEN DAYS.

7.00 a.m. 7.30 s.ic. to 8.00 a.m. ... Every 10 minutes. 8.00 a.m. to 8.30 a.m. ... Every 15 minutes 8.30 a.m. to 9.80 a.m. ... Every 10 minutes. 9.30 s.m. to 11.00 a.m. ... Every 15 minutes. 11.30 a.m. to 12.46 p.m. ... Every 15 minutes 12.45 p.m. to 1.15 p.m. ... Every 10 minutes. 1.15 p.m. to 1.45 p.m. ... Every 15 minutes. 1.45 p.m. to 2.15 p.m. ... Every 10 minutes.

3.30 p.m. to 5.00 p.m. ... Every 15 minutes. 5,00 p.m. to 8:00 p.m. ... Every 10 minutes. NIGHT CARS, 8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m., every | hour,

2.15 p.m. to 8.00 p.m. ... Every 15 minutes:

BATURDATE. Extra cars at 11.80 p.m. and 11.45 p.m. STHDATS. 8.00 a.m. to 9.00 a.m. ... Every 15 minutes.

9.00 a.m. to 9.80 a.m. ... Every 30 minutes. 9.30 a.m. to 10.60 a.m. ... Every 15 minutes, 10.80 a.m. to 11.00 a.m. ... Every 10 minutes. 12.00 Noon to 1.00 p.m. ... Every 10 minutes. 1.00 p.m. to 5.00 p.m. ... Every 15 minutes. 5.00 p.m. to 6.00 p.m. ... Every 10 minutes. 8.00 p.m. to 7.00 p.m. ... Every 15 minutes. 7.00 p.m. to 8.00 p.m. ... Every 10 minutes. NIGHT CARS at 8,45 p.m. & 9.00 p.m., 0,45 to 11.15 p.m., every half hour,

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